

**MASON'S**  
O.K. SAUCE,  
O.K. PICKLES,  
MANGO CHUTNEY,  
WORCESTERSHIRE  
SAUCE,  
MUSTARD SAUCE,  
TOMATO CATSUP.

# Hongkong Daily Press.

ESTABLISHED 1847.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

**ALEX. ROSS & Co.,**  
Machinery Department,  
4, Des Voeux Rd. Cent.  
Phone 27.

[2079]

No. 18,766. 號五十六百七千八萬一第 日六初月六年午戊 HONGKONG, SATURDAY, JULY 13TH, 1918. 六拜禮 號三十月七年七國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
**SHEWAN TOMES & Co.,**  
General Managers. 1463

**FINEST**  
**EGYPTIAN**  
**CIGARETTES**

**F R I B O U R G**  
**&**  
**T R E Y E R**

**CALDBECK,**  
**MACGREGOR & Co.**

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

## NEW CARTRIDGES.

JUST ARRIVED.

**FIRST-CLASS DAMP PROOF AMERICAN SPORTING CARTRIDGES.**  
12, 16, and 20 Bore, loaded with all sizes of  
Chilled Shot.  
These Cartridges, made of the finest damp  
proof material, steel lined inside with brass  
casing 12" deep on the outside, are especially  
made to withstand the effects of damp  
climate and are second to none for reliability  
in the field.  
We have also received a consignment of  
B.S.A. Air Rifles.  
INSPECTION INVITED.  
**WM. SCHMIDT & Co.**  
1896

## A LING & CO.

15, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS**  
**STORE.**

Photographic Goods of Every Description  
In Stock.  
Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.  
Telephone 1219. [1918]

## PEAK TRAMWAY COMPANY, LIMITED.

### TIME TABLE

WEEK-DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 10.00 " "	" 10 "
10.00 " to 11.00 " "	" 15 "
11.30 " to 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 " "	" 10 "
1.15 " to 1.45 " "	" 15 "
1.45 " to 2.15 " "	" 10 "
2.15 " to 3.00 " "	" 15 "
3.00 " to 8.00 " "	" 10 "
NIGHTS CARS.	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
1.00 p.m. to 11.45 p.m.	Every Quarter-Hour
SUNDAYS.	
7.30 a.m.	
8.00 " to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	" 10 "
11.30 " to 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 10 "
6.00 " to 8.30 " "	" 15 "
8.30 " to 8.50 " "	" 10 "
NIGHTS CARS on Week Days.	
SATURDAY.	
Extra Car at 12 Midnight.	

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexander Buildings, Des  
Voeux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
stated in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Compro Order representing Bank  
Notes.  
**JOHN D. HUMPHREYS & SON,**  
General Managers. 1849

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after MONDAY, 10th JUNE, 1918, until further Notice.

### DOWN TRAINS.

Stations	No. 6 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express p.m.	No. 10 Local p.m.	No. 12 Through Express p.m.	No. 13 Local p.m.	No. 14 Through Express p.m.	No. 15 Local p.m.	No. 16 Through Express p.m.	No. 17 Local p.m.	No. 18 Through Express p.m.	No. 19 Local p.m.	No. 20 Through Express p.m.	No. 21 Local p.m.	No. 22 Through Express p.m.	No. 23 Local p.m.
CANTON (at the Zoo)	dep.	7.50	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45	18.30
SHUI LUNG	dep.	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45	18.30	19.15
Shum Chun	dep.	17.50	8.05	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Shing Shui	dep.	17.50	8.15	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Panlai	dep.	17.50	8.25	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Tai Po Market	dep.	17.50	8.35	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Tai Po	dep.	17.50	8.45	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Shatin	dep.	17.50	8.55	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Yau Ma Tei	dep.	17.50	9.05	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
Hong Kong	dep.	17.50	9.15	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45
KOWLOON	dep.	17.50	9.25	8.45	9.30	10.15	11.00	11.45	12.30	13.15	14.00	14.45	15.30	16.15	17.00	17.45

### UP TRAINS.

Stations	No. 4 Local a.m.	No. 5 Through Express a.m.	No. 8 Through Express p.m.	No. 11 Local p.m.	No. 12 Through Express p.m.	No. 13 Local p.m.	No. 14 Through Express p.m.	No. 15 Local p.m.	No. 16 Through Express p.m.	No. 17 Local p.m.	No. 18 Through Express p.m.	No. 19 Local p.m.	No. 20 Through Express p.m.	No. 21 Local p.m.	No. 22 Through Express p.m.	No. 23 Local p.m.
Lat Yee	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Yau Ma Tei	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Shatin	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Tai Po Market	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Tai Po	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Shing Shui	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
Shum Chun	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
SHUI LUNG	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35
CANTON (at the Zoo)	dep.	6.55	7.45	8.35	9.25	10.15	11.05	11.55	12.45	13.35	14.25	15.15	16.05	16.55	17.45	18.35

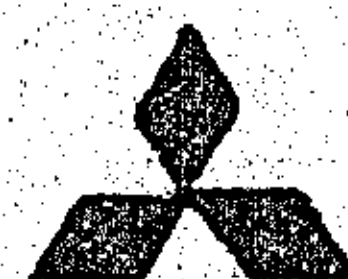
\* Will stop at Tai Po and Shing Shui for First-Class Passengers on Notice  
being given to the guard.

### NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this  
table will connect with the trains as shown.

### SHA TAU KOK BRANCH.

Stations	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Fanling dep.	6.00	8.30	3.50	Shataukok dep.	7.10	10.15
Shataukok arr.	6.55	9.30	3.50	Fanling arr.	8.05	11.10



## MITSUBISHI ZOSEN KAISHA, LTD.

1A, A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,  
Manufacturers of Condensers, Steam Engines, Manganese, Bronze Castings,  
Parsons' Steam Turbines and Turbo-Alternators, &c., &c.

### NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

### GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	88 "
Water on Blocks at Spring Tide	28 "	34 "	44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.			
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.			

### KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

### FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,000 tons.	12,000 tons.	
Max. Length of Ship taken in	480 feet.	550 feet.	
Max. Breadth of Ship taken in	58 "	68 "	
Max. Draft of Ship taken in	22 "	28 "	

### HIKOSHIMA WORKS (Near Shimonoseki)

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

### GRAVING DOCK.

Length on Keel Blocks	335 feet 0 inch.
Breadth at Entrance on bottom	55 "
Depth of Water on Blocks at Spring Tide	25 "
Floating Crane capable of lifting 30 tons weight.	

**THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS**  
are closely connected with each other, enabling them to co-operate in the prompt  
execution of work and to suit the convenience of customers.  
Any Orders will be promptly attended to and Estimates sent on application. [2061]

## KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

### FOUNDRY AND SMELTING COKE

### FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD. QUEEN'S

BUILDINGS HONGKONG OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA.

## THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LTD.

Established 1823. Incorporated in Great Britain.

Total Assets exceed £14,000,000.

**FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,**  
**GUARANTEE AND LOSS OF PROFITS INSURANCE.**  
**HONGKONG BRANCH.**  
Des Voeux Road, Central  
1st. No. 200.  
**JOHN D. R. LANCASTER,**  
Acting Local Manager. 1849

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

FOR the convenience of the travelling Public, a Special 1st Class Return Ticket  
at Hongkong Currency \$11.00 and Chinese Currency \$11.80 available one way  
by Railway and the other by the Company's vessels will also be issued.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 13TH JULY, 1918.  
8 a.m. "HONAM" | 8 a.m. "HEUNGSHAN"  
10 p.m. "HEUNGSHAN" | 4.30 p.m. "KINSHAN"

SUNDAY, 14TH JULY, 1918.  
10 p.m. "FATSHAN" | 4.30 p.m. "HEUNGSHAN"

MONDAY, 15TH JULY, 1918.  
8 a.m. "HEUNGSHAN" | 8 a.m. "HONAM"  
10 p.m. "KINSHAN" | 4.00 p.m. "FATSHAN"

### HONGKONG-MACAO LINE.

Sailings:—S.S. "SUI AN" to Macao daily at 6 a.m. (Sundays 9 a.m.)  
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 1 p.m.)  
S.S. "SUI TAI" from Macao daily at 7.30 a.m.  
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)  
Further information may be obtained at the Company's Office, Hotel Mansions,  
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. 1451

## PACIFIC MAIL S.S. CO.

### U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"  
14,000 tons each.

HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

S.S.	SAILINGS FROM HONGKONG AT NOON.	DATE
"VENEZUELA"	...	July 17th.
"ECUADOR"	...	Aug. 14th.
"COLOMBIA"	...	Sept. 11th.

These Steamers have the most modern equipment, including Overhead Electric  
Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms  
(all single and two berths only).  
The Safety and Comfort of Passengers is our first consideration.  
Special care is given to the Cuisine, and the attendance on passengers cannot be  
surpassed.  
Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN  
PACIFIC OCEAN SERVICE, LTD.  
For further information rates, literature, schedules, etc., apply to  
Telephone 141. COMPANY'S OFFICE in Alexander Buildings, Chater Road. 39

### FOR SALE.

WE have always on hand large lots of  
WOLFHAM ORE for sale. Buyers  
are cordially invited to apply to  
Messrs. YONG, 77, Des Voeux Road West,  
Hongkong, or Pook Wo Chung, Tobacco  
Firm, the Wui Lan Bridge, Canton.  
For particulars.  
THE TUNG NAM MINING CO.,  
Hongkong. [2158]

### FOR SALE.

A RARE COLLECTION OF 980 COINS  
of Different Nations with a Portable  
Cabinet and Valuable Numismatic Books  
for \$550 only.

## GRACA & CO.

No. 10, WENDHAM STREET.

1845

## DAIRY FARM NEWS.

### JUNKET!

Cannot be excelled with tinned  
or fresh stewed fruit.

### COULOMBIER CHEESE!

### COTTAGE CHEESE!

Nourishing and ideal food.

### DEVONSHIRE CREAM!

Can always be had.

We supply Junket Tablet on

application.

### WANTED.

SITUATION by YOUNG LADY (British)  
as Governess. French and English  
taught.  
Reply to— Box 2318.  
Care of "Daily Press" Office.  
[2319]

### WANTED.

GOOD SHORTHAND TYPIST.  
Experience of Legal work  
preferred.  
Apply stating terms and qualifications to—  
"K.Y.Z." Office.  
Care of "Daily Press" Office.  
2306

### NOTICE TO CONSIGNEES.

S.S. "VENEZUELA"  
FROM SAN FRANCISCO, HONOLULU,  
JAPAN PORTS, SHANGHAI AND  
MANILA.

THE above-mentioned vessel having arrived  
from the above-mentioned ports, Con-  
signees of Cargo are hereby informed that their  
Cargo will be landed at their risk into the  
Hazardous and/or extra Hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, and stored at Con-  
signees' risk.  
Consignees of Cargo are hereby notified that  
they must produce an Import Permit signed by  
the Superintendent of Imports and Exports,  
Hongkong, before the Bills of Lading can be  
countered.  
All broken, chafed and damaged goods are to  
be left in the Godowns, where they will be  
examined on WEDNESDAY, 17th July, 2 p.m.,



# MOUTRIE PIANOS

Represent the highest degree of perfection in artistic construction, combined with the embodiment of forty years' experience.



GUARANTEED  
for  
FIVE YEARS

PRICES from \$425.

EASY TERMS CAN BE ARRANGED.

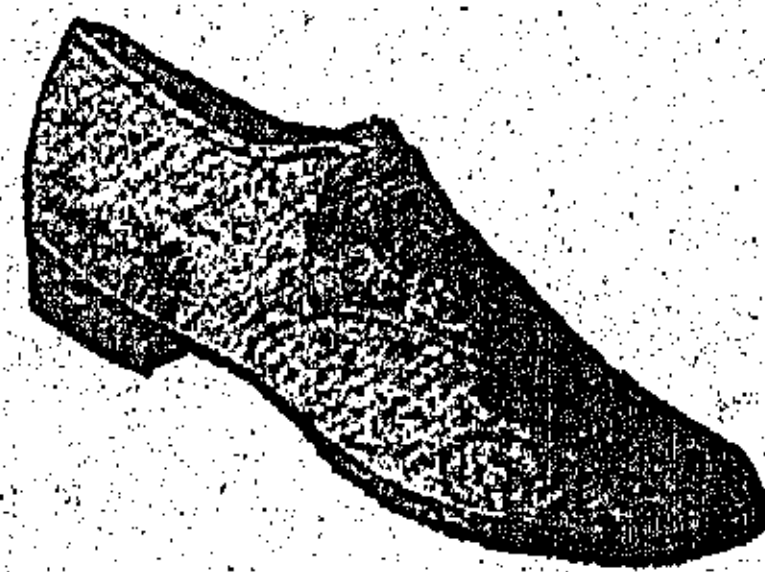
## S. Moutrie & Co., Ltd.

[26-6]

# ATHLETIC SHOES

## SHOES

Plain Soles  
\$3.75 per pair.  
with Heels  
\$4.00 per pair.



## BOOTS.

with Patent Soles.  
No Heels  
\$5.00 per pair.

Made of Soft White Duck with Vulcanized Rubber Soles. Light in weight and durable.

An attractive and comfortable shoe for Tennis, Yachting, Launch Parties and Seashore wear.

## MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, DES VŒUX ROAD.

Telephone 29.

# LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1883.



## MINISTROS

A Cigar that has stood the test of time. Covered with the finest Sumatra leaf. In Boxes of 25 \$3.50



## MONARCAS

One of the most popular Cigars of the La Minerva family. It is covered with the finest Sumatra leaf. In Boxes of 25 \$2.50

## LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA

[1831]

# CHINA MAIL S.S. CO., LTD.

## S.S. "NANKING"

(AMERICAN REGISTRY 14,000 TONS)

WILL SAIL FROM  
HONGKONG TO MANILA  
on or about 30th July,  
RETURNING FROM  
MANILA TO HONGKONG  
on or about 5th August.

FARE ONE WAY G.\$25.00 APPROXIMATELY H.K. \$33.00 ONLY.  
" RETURN G.\$40.00 " H.K. \$52.00

This sailing offers an unusual opportunity for a short sea voyage to Manila and return, requiring only a fortnight's time, at an extraordinarily low rate. Accommodation and Cuisine unsurpassed on any steamer on the Pacific.

New Steamer, Huge Cabins, American Officers, Comfort, Safety.

For further information regarding this service apply to—  
Prince's Building, Ice House Street, Telephone 1834. O. H. RITTER, Agent.

[2118]

# THE CONSCRIPTION TRIBUNAL

## FIFTH MEETING.

### FIVE MEN SELECTED OUT OF SIXTEEN.

The fifth meeting of the Hongkong Conscription Tribunal was held at the Council Chamber, yesterday afternoon, the Hon. Mr. E. H. Sharp presiding over a full attendance of members.

There were sixteen cases for consideration, and out of this number five men were set free for military service. The results, given briefly, were as follows:—

MESSRS. DODWELL & CO.

G. Morton Smith, exempt.  
T. C. Nixon, exempt.  
F. Syme-Thomson, three months' exemption.  
P. W. Stone and E. Grant Smith have been rejected as unfit.

MESSRS. W. W. FOWELL & CO.

E. W. White, three months' exemption.  
J. C. Finch, no exemption.  
H. Overy and C. Stuart have been rejected as unfit.

EASTERN EXTENSION TELEGRAPH CO.

M. F. Murray, exempt.  
L. C. Robinson, exempt.  
P. T. Chilvers, exempt.  
C. P. Templeton, exempt.  
A. E. Cherry, exempt.  
J. S. Jennings, exempt.

H. A. Baxter and N. E. Kent have been rejected as medically unfit.

HONGKONG "TELEGRAPH."

A. Morley, no exemption.  
A. Hicks and C. M. Wilson have been rejected as medically unfit.

MESSRS. BREWER & CO.

N. I. Brewer, three months' exemption.  
UNION INSURANCE SOCIETY OF CANADA, LTD.  
C. H. P. Hay, exempt.  
G. S. Archbutt, exempt.  
W. R. C. S. Mansfield, exempt.  
P. M. Hodgson and C. B. Bird have been rejected as medically unfit.

MESSRS. DODWELL & CO.

The cases of the assistants of Messrs. Dodwell & Co. were first considered:—  
G. Morton Smith, T. C. Nixon and F. Syme-Thomson.

The CHAIRMAN (to Mr. Morton Smith):—You are appearing for the firm. We understand from your papers, which we have read very carefully, that the business of the firm is shipping and that of general merchants. You put it to the Tribunal that both the Imperial interests and the essential interests of the Colony require the business to be carried on. I shall not ask you to say anything more on that point—as to the case falling within the category of Imperial interests or the essential interests of the Colony. Your pre-war staff, we understand, was twelve Europeans and six Portuguese. Now we understand the European staff is seven, against which you have written the words "one absent." That is Mr. Dodwell, I suppose. With Mr. Dodwell you would have eight?

Mr. MORTON SMITH—No, seven including Mr. Dodwell.

The CHAIRMAN—The Portuguese have been increased to ten. Five men have left Hongkong for military service. The firm asks, we understand, for absolute exemption for all three men before the Tribunal. With regard to yourself, you are 38 years old and married. You are sub-manager and, in Mr. Dodwell's absence, in charge of the office generally, attending principally to the shipping business. (To Mr. Nixon) You, Mr. Nixon, are 28 and single, and are in the book-keeping department. We understand that you have not any controlled ships' accounts. You have a certain number of Japanese ships which you are acting for. (To Mr. Syme-Thomson) You, Mr. Syme-Thomson, are 31 and single. You are in the imports and exports department and insurance. Both imports and exports are, of course, very much reduced by the war?

Mr. SYME-THOMSON—To a certain extent.

The CHAIRMAN—And the insurance which you refer to is agency work for some Home companies. You are not the head office for any Company?

Mr. SYME-THOMSON—No.

The CHAIRMAN—That is to say, you are not an expert in insurance?

Mr. SYME-THOMSON—No.

The CHAIRMAN—Is Mr. Grant Smith, who appears as one of the two unfit members of your firm, an assistant in your department?

Mr. MORTON SMITH—No, he is in an entirely separate department—machinery and metals.

The CHAIRMAN—Mr. Adamson asks—What is the particular nature of your imports and exports?

Mr. SYME-THOMSON—The imports are chiefly piece-goods from Manchester, soap from France, and some flour and sundries generally of all sorts.

The CHAIRMAN—We do not entirely understand how the present staff of seven Europeans is made up. Mr. Dodwell and you three gentlemen—that is four—and then there are two who do not appear before us, which makes six.

Mr. MORTON SMITH—We have one over-age, Mr. Goodban.

The CHAIRMAN—Mr. Johnson is not employed by you?

Mr. MORTON SMITH—No, by the Union Water Boat Company.

The CHAIRMAN—You are General Managers of that Company, and the office is in your office?

Mr. MORTON SMITH—He has a desk in our office. Mr. Nixon also does a good deal of secretarial work for the Company.

The CHAIRMAN—Mr. Dodwell is now away on leave. When did he go?

Mr. MORTON SMITH—In the middle of April.

The CHAIRMAN—When do you expect him back?

Mr. MORTON SMITH—Not until September 8th. He would have been back much earlier except for very urgent reasons—sickness and business combined.

The CHAIRMAN—He was also away last year?

Mr. MORTON SMITH—No, not in 1917, except that he was away in Shanghai in the winter. He had to go there. In 1918 he went to Wei-hai-wei.

The CHAIRMAN—You have always carried on in his absence?

Mr. MORTON SMITH—Yes.

The CHAIRMAN—It, perhaps, might be urged, in the circumstances, that the firm is able to get on with one man short—including, of course, Mr. Dodwell among your number. It has had to do so to a very great extent. Continuing, the CHAIRMAN said—you are managers of the United Asbestos Company. Their offices are in yours or adjacent to yours. Is there anyone engaged with the United Asbestos Company's office or the Water Boat Company's office who could assist you in any way—in book-keeping or anything of that kind?

Mr. MORTON SMITH—I do not think so. There is only one Secretary of the United Asbestos Company and he is fully occupied as it is.

The CHAIRMAN—That is Mr. Edwards; he looks after the books of the Asbestos Company?

Mr. MORTON SMITH—Yes.

The CHAIRMAN—Mr. Goodban is a senior assistant in your firm?

Mr. MORTON SMITH—That is so; he looks after the coal business.

The CHAIRMAN—Have you anything further you wish to add to the papers sent in?

Mr. MORTON SMITH—I only wish to add that the firm's point of view is that we have been reduced to the minimum with which we can carry on. Mr. Dodwell would not have been away now except for very special reasons. We can carry on for a month or so, but we cannot carry on indefinitely. The six assistants we have left have been here for six years, two men who have been here six years were not passed as medically fit, and it might be concluded that it is not very efficient to leave them in sole charge of departments. We have only one European in each department.

The CHAIRMAN (to Mr. Syme-Thomson)—You were before the Military Commission last year?

Mr. SYME-THOMSON—Yes.

The CHAIRMAN—You have had a certain amount of previous military training. You were in the Cambridge University Volunteers and were in the London Scottish?

Mr. SYME-THOMSON—Yes.

The CHAIRMAN—Colonel Passby would be glad if you could give us some broad idea as to the amount of work involved now in regard to imports and exports compared to the work involved before the war.

Mr. SYME-THOMSON—I was not here before the war.

Mr. MORTON SMITH—The actual quantity of imports has been reduced but the amount of work in connection with them—important and responsible work—has probably increased.

The CHAIRMAN—Colonel Passby wishes the question answered a little more definitely.

Mr. MORTON SMITH—There are so many different lines. Taking American flour the import has practically stopped altogether.

The CHAIRMAN—The reduction has been very large?

Mr. MORTON SMITH—It is large.

Major MORGAN—I should urge for two to be non-exempted. Mr. Dodwell was away last year and he has gone away this year. I believe he himself is of military age and, in due course, I presume would appear before the Tribunal. I presume, also, that being head of the firm he would be exempted. For these reasons I claim non-exemption in the case of two.

The CHAIRMAN (to Mr. Syme-Thomson)—Mr. Landale desires me to ask whether you came out from Manchester and whether you are a piece-goods expert?

Mr. SYME-THOMSON—No, sir, I am not.

The Tribunal considered their decision in private. Subsequently the CHAIRMAN announced that Mr. Syme-Thomson would be exempted for three months and that Mr. Morton Smith and Mr. Nixon would be exempt for the time being.

MESSRS. POWELL & CO.

The cases of E. W. White and J. C. Finch were then considered—Mr. Lewis appeared on behalf of the firm.

The CHAIRMAN (to Mr. Lewis)—We have read the papers which have been sent to us, and we understand that the pre-war staff consisted of eight men and three ladies. One Portuguese and eight Chinese were employed in the shop. To-day the European staff is six men and three ladies, and one Portuguese and nine Chinese are engaged in the shop. We understand, also, that none has left for military service. The difference between six and eight is not due to any man leaving for military service. The European staff, besides the three ladies, consists of two fit, and two unfit and two over-age. Of the two before us, Mr. White is 38 and married. He is in the house and ship-furnishing department. Is he assisted in that department by Mr. Stuart?

Mr. LEWIS—Assisted by Mr. Stuart in the shop only.

The CHAIRMAN—You ask for absolute exemption for Mr. White?

Mr. LEWIS—Yes.

The CHAIRMAN—With regard to Mr. Finch. He is 26 and single and we understand is a salesman in the shop. I do not suppose he is fixed to any one department?

Mr. LEWIS—He is in charge of the drapery department.

The CHAIRMAN—We do not understand that the firm seriously presses or asks for exemption in his case except for a short period while re-arrangements are made occasioned by the intended enlargement of the premises. You state in your letter "with regard to Mr. Finch, we leave his case to the Tribunal, but in view of the considerable alterations and enlargement of the premises—we ask that he be granted at least three months' exemption."

Mr. LEWIS—Mr. Finch's case is left entirely to the Tribunal, although they can very ill spare him and do not want to lose him.

The CHAIRMAN—The nature of the Company's business I think we all know, and I understand in the description given of it ship-furnishing should be added to house-furnishing—Mr. Lewis, what Imperial interest or essential interest of the Colony do you say requires this exemption?

Mr. LEWIS—As is pointed out in the papers 50 per cent. of the stock carried by the firm is in relation to furnishing and re-fitting ships—ships built in the Colony and ships which come to the Colony to be refitted. It is pointed out, for example, that the *Empress of Asia* and the *Empress of Russia* were refurnished by this firm when they came off their last commission. Work of this sort is constantly in hand, and I think it can be submitted that work in connection with the fitting out of ships being built here is certainly as much in the Imperial interest, as, say, the piece-goods trade.

The CHAIRMAN—The work on these ships was just furnishing and upholstering?

Mr. LEWIS—Yes. It cannot be suggested that a ship can go to sea unless it is furnished.

The CHAIRMAN—You have, apart from these two before the Tribunal, two unfit men as well as two over-age men?

Mr. LEWIS—Yes, but neither of them is connected with this branch of the trade. Mr. White is a cabinet-maker and draughtsman. No-one there can do that work.

The CHAIRMAN (to Mr. White)—We have read what you have written. Have you anything to add?

Mr. WHITE—Nothing.

The CHAIRMAN—Mr. Finch?

Mr. FINCH—Nothing.

Mr. HUGH—Capital is being made out of the refurnishing of the *Empress* boats. Is there any suggestion of the firm being called upon to refit them again; is there anything in view for which they want to retain Mr. White?

Mr. LEWIS—This morning, Messrs. Powell's were asked to tender for a very large job.

The CHAIRMAN—Similar work on ships? Mr. LEWIS—Yes, a ship built here.

Mr. HUGH—Not a Government boat?

Mr. LEWIS—Not yet, but it is quite probable it may be.

Major MORGAN urged non-exemption in both cases.

After the Tribunal had deliberated in private, the CHAIRMAN announced a. The decision of the Tribunal with regard to Messrs. Powell's is that it does not exempt Mr. Finch and exempts Mr. White for three months. You understand, Mr. Lewis, that of course you can apply again at the expiration of the time if you feel you have good grounds for an extension of the period. You are aware of the provisions of the Ordinance?

Mr. LEWIS—There are two points I would like to mention with regard to Mr. Finch. As seen in his papers, his mother is dependent upon him.

The CHAIRMAN—With regard to any matter of that character, concerning family responsibilities, I would ask you to communicate with Mr. Fletcher. We shall have a sitting on that subject and will make any recommendations that may be proper to the Government. We are delaying the matter until we know what is the general scheme.

Mr. LEWIS—The other point is that two days after Mr. Finch came to the Colony, he joined the Artillery branch of the Volunteers and I have an application here signed by Mr. Finch that he should be put in some branch of service where his training as an artilleryman will be useful.

The CHAIRMAN—That is a matter which does not concern the Tribunal, but I would suggest that you communicate with the military authorities yourself on the subject.

Mr. LEWIS—Perhaps Major Morgan will pass it on.

THE EASTERN EXTENSION

TELEGRAPH CO.

The cases of the employees of the Eastern Extension Telegraph Co. were next considered—M. F. Murray, L. C. Robinson, P. T. Chilvers, C. P. Templeton, E. E. Cherry and T. S. Jennings.

Mr. Gibson, the local manager, appeared on behalf of the Company.

The CHAIRMAN (to Mr. Gibson)—We have read your very interesting papers and we understand, of course, that you put it that the efficient maintenance of the cable service is both in Imperial interest and in the essential interests of the Colony—for purposes of Government, the war and carrying on trade. I do not think we need ask you to say anything further about that, because we know it is true. We also gather that the War Office, the Admiralty and the Ministry of National Service have pronounced cable work essential, and we gather that the work in Hongkong has very much increased, almost doubled, during the war.

Mr. GIBSON—All over the system.

The CHAIRMAN—Your pre-war European staff was eleven and it is about the same to-day. We see that a man is momentarily here who should be in the Straits.

Mr. GIBSON—We are the same as before the war, but we are one short of the normal staff.

The CHAIRMAN—This European staff of eleven includes, of course, yourself, Mr. Gibson, as manager, and expert telegraphists, who are called supervisors, are they not?

Mr. GIBSON—The senior ones.

The CHAIRMAN—How many of these are there?

Mr. GIBSON—Five signallers; nine altogether.

The CHAIRMAN—The supervisors do four watches in the twenty-four hours. I will ask you simply whether the present staff is entirely required to make up those watches?

Mr. GIBSON—We want six and we have five.

The CHAIRMAN—And you require two electricians?

Mr. GIBSON—Yes.

The CHAIRMAN—Mr. Murray, you are a supervisor in charge of instruments and you hold a War Office Exemption Certificate. Mr. Robinson, you are 32 and single. You have a War Office Exemption Certificate. Mr. Templeton, you are 39



and married and you are in the same position. Mr. Chilvers, you are 37 and married and the same remark applies to you and to Mr. Cherry. Mr. Jennings, you are 31 and single and are an electrician. Is there anything any of you wish to add?

All replied in the negative.

Major Morgan—May I ask if another electrician came out from Home the other day—Mr. Frost?

Mr. Gibson—He is a mechanic. He arrived here in May. He is not in the office at all. He is in charge of the workshops. When he was Home on leave one of the supervisors was doing his work.

The CHAIRMAN—You carried on with one man short. How long was that?

Mr. Gibson—For eight months. Mr. Frost is a mechanic. He cannot be interchanged with anyone else. He is over-age. Mr. Murray, in addition to his ordinary work, kept the workshops going, but Mr. Frost could not take the place of any of the gentlemen present.

Major Morgan—I have nothing to add and make no suggestion.

The CHAIRMAN then announced, without further consultation, that all would be exempt for the time being.

#### "HONGKONG TELEGRAPH."

The case of A. Morley was then considered.

The CHAIRMAN (to Mr. Morley)—You are engaged on the Hongkong Telegraph, and we understand from your papers that neither you nor the manager of the newspaper—although he expresses himself as sorry to lose you—neither you nor the manager asks for any exemption, and I think we may assume that Major Morgan does not either. (Major Morgan laughingly agreed that the assumption was correct.) Continuing, the Chairman said, your pre-war staff was four, one before yourself has gone, and you make the second and now there are only two unfit men left in the office. Well, Mr. Morley, you will go with our best wishes.

#### MESSRS. BREWER & CO.

The case of N. I. Brewer was next dealt with.

The CHAIRMAN (to Mr. Brewer)—Your business is that of stationer and book-seller. We know of it in Hongkong. Is it the same concern as in Shanghai?

Mr. Brewer—The same family, but not the same firm.

The CHAIRMAN—At the beginning of the war, there were no Europeans employed, and in the case of others there were seven. To-day you are the sole European, and there are five others, that is to say, Portuguese and Chinese. No one has left for military service and no one could leave. You are 22 years old and single. You were with Messrs. Butterfield & Swire until some time early in the present year and you then left Messrs. Butterfield & Swire to join this business. Until then, for five years from 1913, we understand there was no European in the firm.

Mr. Brewer—That is so. During that period the business belonged to an Indian.

The CHAIRMAN—Is he still interested in it?

Mr. Brewer—No.

The CHAIRMAN—What Imperial interests or essential interests of the Colony do you put to us would be injured by your enrolment?

Mr. Brewer—Only the fact that my enrolment would necessitate the closing of Messrs. Brewer & Co. I contend that books and stationery are necessary to the Colony. As long as you get education, information and amusement out of books it is necessary that they should be made available.

The CHAIRMAN—This particular shop has been carried on from the year 1913 to the year 1918 without a European in it?

Mr. Brewer—At a loss. It was on account of their losing money, because the name of Brewer & Co. was going down, that I left Butterfield & Swire to take over.

The CHAIRMAN—You have nothing further you want to say?

Mr. Brewer—Nothing unless you wish. Of course, you know, I am the sole proprietor of Brewer & Company.

Major Morgan—I urge non-exemption. The Tribunal considered the matter in private and, subsequently, the Chairman announced—Mr. Brewer, the decision of the Tribunal is that you be exempted for three months, until October 15th.

Mr. Brewer—Will I then come up again?

The CHAIRMAN—It is in your hands. If you desire to apply for an extension of that temporary exemption, the Ordinance allows you to do so.

Mr. Brewer—May I ask the object of the Tribunal in granting me three months?

The CHAIRMAN—I think I can answer you. You made it clear to the Tribunal

that this business had been carried on from 1913 to 1918 without any European of any kind in it. You tell us you acquired an interest in it during the present year and we wish to give you time to make arrangements. We do not want to embarrass you unnecessarily by taking you immediately.

Mr. Brewer—Did I not make it clear that it was impossible to carry on the business in my absence?

The CHAIRMAN—The Tribunal has considered that point very carefully. Mr. Brewer, and have given you the decision which they arrived at, that you have three months' exemption. It is, of course, open to everyone granted temporary exemption to come back again and show grounds, if it is considered they exist, for an extension of time.

#### UNION INSURANCE SOCIETY OF CANTON, LTD.

The cases of C. H. P. Hay, G. S. Archbutt and W. R. C. S. Mansfield were the last considered.

In the absence of Mr. Ede, the Hon. Mr. P. H. Holyoak appeared as Chairman of Directors of the Union Insurance Society to appeal for the exemption of all three.

The CHAIRMAN (to Mr. Holyoak)—You put it to us that the Society is one of the principal insurance companies of the world and that this is the head office. We understand that the business of the Society is mainly marine insurance, but there is also a large fire insurance business, especially through the associated company of the China Fire. You put it to us that it is both in the Imperial interest and in the essential interest of the Colony.

Hon. Mr. Holyoak—Absolutely in both cases.

The CHAIRMAN—I think the Tribunal will not ask you to say anything further with regard to the importance of the Society's business. The only question is the question of whether any individual man can be spared. Your pre-war staff, Mr. Holyoak, was 11 Europeans and Portuguese and Chinese ten, and to-day, your European staff is seven, I think, including Mr. Ede, who is at present away.

Hon. Mr. Holyoak—That is so.

The CHAIRMAN—The Portuguese and Chinese staff has, during the war, been largely increased from 10 to 34?

Hon. Mr. Holyoak—It should be pointed out, in connection with these figures, that the pre-war premiums of the Company were £700,000 while last year they amounted to 2½ millions sterling. It was, therefore, not only necessary to increase the native staff, but it is essential to retain every man we have.

The CHAIRMAN—Six have left already, one of whom—Mr. Thomas—served in France and has returned discharged from the Army. The present European staff in Hongkong is Mr. Ede, the three gentlemen before us, two unfit men and Mr. Thomas. You ask for absolute exemption for all three now before us?

Hon. Mr. Holyoak—I do. The Company handles business of two millions a day and it is absolutely impossible to carry on the work as it should be carried on even now. The Company is on a very dangerous level indeed. I put it on the ground of Imperial interest. I only put it because the Company does not wish it to appear that it is unpatriotic. The Company has done all it can do.

The CHAIRMAN—I think what the Company has done shows that.

Hon. Mr. Holyoak—Thank you.

The CHAIRMAN—Mr. Hay, you are 39 and married, and you are acting as General Manager in Mr. Ede's absence. Have you anything personally to add in addition to what has already been written?

Mr. Hay—Personally, no.

The CHAIRMAN—Mr. Archbutt, you as a matter of fact are a chartered accountant and you are just now in charge of the fire business of the three associated companies—the China Fire and the British Traders. You put it to us, Mr. Archbutt, that by some re-arrangement of the staff you think that you might be spared. If you will allow me I will just read a passage from the answers to the printed questions submitted to you. You say, "With a re-arrangement of work in the office, and with our Fire Inspector—Mr. Cochrane, who has a thorough knowledge of fire insurance being kept in closer touch with the head office so that he might be readily available in case of need, and be able to put in certain time in the office, I consider I can be spared." Then you say later, "Assuming my firm are able to show that the present staff will not permit any re-arrangement I think the substitution of an unfit man or otherwise exempted man from outside with suitable knowledge might be arranged." Your first suggestion, Mr. Archbutt, is that Mr. Cochrane might be kept in such touch with the head office as to enable you to be spared.

Mr. Archbutt—That is the only way I can think of.

The CHAIRMAN—You tell us you think that could be done.

Mr. Archbutt—I think that it might be arranged.

The CHAIRMAN—You appeared before the Military Service Commission.

Mr. Archbutt—Yes.

The CHAIRMAN (to Mr. Mansfield)—You are 29 and single, and are in the marine insurance. You joined the Society during the war, did you not?

Mr. Mansfield—In April, 1913.

The CHAIRMAN—You do not make exactly the same suggestion in your form, but you seem to be to some extent of the same opinion as Mr. Archbutt. You say that by a re-arrangement of the staff elsewhere you consider you can be spared. Practically the whole of the last twelve months one man from the Eastern staff was away. To whom do you refer?

Mr. Mansfield—A man in Manila, in Yokohama and in Tientsin.

The CHAIRMAN—Not in Hongkong?

Mr. Hay—These men were away, one man at a time.

Hon. Mr. Holyoak—I would point out that it was imperative they should go on sick leave. It was impossible for them to carry on.

The CHAIRMAN (continuing to read from Mr. Mansfield's form)—"We have now an extra man in the East compared with the last twelve months."

Mr. Mansfield—There is no man sick at the moment.

Mr. Hay—I contest that statement, Mr. Sharp. I suppose I shall have an opportunity later.

The CHAIRMAN—Certainly (continuing to read from Mr. Mansfield's form.) "This extra man might be brought to Hongkong to take my place." We understand, Mr. Mansfield, that you are not referring to an individual, not to any particular man.

Mr. Mansfield—During the last year there was one man sick, now all are well.

The CHAIRMAN—You came before the Military Service Commission, did you not?

Mr. Mansfield—Yes.

The CHAIRMAN—With regard to Mr. Bacon, he was in the fire office, was he not?

Hon. Mr. Holyoak—He is now in Buenos Aires and is leaving us at the end of the year. He is not available at all.

The CHAIRMAN—Mr. Cochrane, as Mr. Archbutt puts it to us, has a thorough knowledge of fire insurance. Mr. Archbutt suggests he could be made available. Is that your view, Mr. Holyoak? Could he be made available temporarily during the war?

Hon. Mr. Holyoak—It is quite impossible. In Imperial interests I put it that it would be an unreasonable thing to ask.

The CHAIRMAN—We understand there is Mr. Hankey coming out.

Hon. Mr. Holyoak—He knows nothing about insurance. He was engaged by Mr. Ede because the Company was so short-handed and were glad to get any men they could who would be allowed to come by the authorities.

Mr. Hay then addressed the Tribunal and pointed out why Mr. Archbutt's suggestion must be considered as entirely out of the question.

Major Morgan made no claim and, after the Tribunal had considered the matter in private, the Chairman announced that all three men would be exempt for the time being.

Before the Tribunal adjourned the Chairman said representations had been made to the Tribunal on behalf of the Law Society that the Society was supposed to have shown some indifference to the interests of the solicitors of the Tribunal and to the convenience of the Tribunal by sending in certain additional statistics only just before the sitting last Monday. The Tribunal certainly did not think there was any such indifference and he might say that the Society opened communication with the Tribunal as early as June 19th, nearly three weeks before. The Tribunal then adjourned until Monday at 3.30.

#### COOLIES WANTED FOR SANDAKAN.

EXPERIENCES OF TWO CHINESE IN HONGKONG.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with illegally harbouring two Chinese at 216, Canton Road, with the intention of sending them to Sandakan.

Mr. Schofield, of the Chinese Secretariat, prosecuted, and Mr. Lewis appeared for defendant.

Sergeant Jackson stated that while making a tour of inspection of ss. *Mau-sang*, on July 11th, which was due to leave for Sandakan, he came across two immigrants passengers' tickets. The names of the holders had not been entered in the general list of emigrants leaving. He questioned the two men, who took him to a house in Wing Lok Street, where they stated that defendant gave them the tickets. They further informed witness that defendant had provided them with board and lodging all the time they were in the Colony. Witness arrested defendant.

One of the emigrants said he came to the Colony with the object of getting employment. On the second day after his arrival he met defendant, who informed him that several emigrants were wanted for Sandakan. Asked if he would go, witness acquiesced, and defendant induced him to go on board the steamer, stating that a friend of his was working on it. Subsequently, witness told the Secretary for Chinese Affairs that he was unwilling to leave the Colony on any account.

Mr. J. R. Wood remanded the case till to-day.

#### HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. A. MORGAN, ADMINISTRATIVE COMMANDANT.

##### STRENGTH.

No. 971 Spr. A. E. Godfrey, Engineer Company, is permitted to resign, to join H.M. Regular Forces, dated 8th July, 1918.

##### APPOINTMENT.

No. 559 Pte. G. C. Buchanan is appointed Lance-Corporal, dated 11th July, 1918.

##### TRANSFER.

No. 478 Corporal J. A. Lyon is transferred from No. 7 to No. 5 Platoon, No. 3 Section.

##### LEAVE.

No. 471 Sergt. A. G. Graham, "B" Co., is granted leave for the duration of the war, from 17th July, 1918.

No. 785 Pte. R. T. Barton and No. 770 Pte. J. A. Ridgway are granted leave for the duration of the war, from 17th July, 1918.

Pte. J. C. Clark, "B" Company, is granted 2 months' leave on medical grounds, from 13th August, 1918.

Pte. D. McMurray, "B" Company, is granted 12 months' leave, on urgent business, from 10th July, 1918.

ORDERS FOR ARTILLERY COMPANY BY CAPT. J. E. W. ARMSTRONG, V.D.

PARADES AT BELCHERS' BATTERY.

Monday, 15th July:—

7.30 a.m. Right Half Co. New Layers' Class only.

Tuesday, 16th July:—

5.30 p.m. Left Half Co. Full drill.

Thursday, 18th July:—

5.15 p.m. Left Half Co. New D.R.F. Class only.

Friday, 19th July:—

7.30 a.m. Right Half Co. Full drill.

5.30 p.m. Left Half Co. New Layers' Class only.

ORDERS FOR ENGINEER COMPANY BY CAPT. E. L. RUSSELL.

12th to 19th July:—

E. L. Manning Nightly—Parades as per rosters posted at Headquarters, Engine Drivers at 6.45 p.m. Electricians at 7 p.m.

Officers next for duty.—Belchers, Captain Russell; Lyceum, Captain James; Stonecutters, 2nd-Lieut. Brown.

Instruction for higher ratings and N.C.O.s and men of the Infantry Battalion attached for duty.—Class 1—at Belchers—at 8.30 p.m.—on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/-) exam. Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s and men of higher ratings, under Staff Sergeants, Overdone and Parsons, R.E., and Sergt. Day, H.K.D.C., Class 3 at Lyceum at 6.30 p.m. on Tuesdays and Fridays under Staff Sergeants, Barclay and White, R.E., and Sergt. Williams, H.K.D.C.

Details of duties at Lyceum from 13th to 31st July, is posted at Headquarters for information of all concerned.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

PARADES—"A" COMPANY.

Monday, 15th July:—

5.30 p.m. No. 2 Platoon on Murray Parade Ground. T.E.T. Dress: Drill order with pouches.

Friday, 19th July:—

5.30 p.m. Nos. 3 and 4 Platoons on Murray Parade Ground. T.E.T. Dress: Drill order with pouches.

No. 1 Platoon will parade during the week for T.E.T. as ordered by Platoon Sergeant.

"B" COMPANY.

Tuesday, 16th July:—

5.30 p.m. No. 5 Platoon at Cricket Club. Instruction in T.E.T. Dress: Drill order with pouches.

5.30 p.m. No. 6 Platoon at Headquarters. Instruction in T.E.T. Dress: Drill order with pouches.

5.30 p.m. No. 7 Platoon on Polo Ground, Hongkong residents will parade at Cricket Club at 5.10 p.m. and proceed by tram to Causeway Bay. Instruction in T.E.T. Dress: Drill order with pouches and 15 rounds dummy.

5.30 p.m. No. 8 Platoon at Kowloon Docks. Instruction in T.E.T. Dress: Drill order.

Thursday, 18th July:—

5.30 p.m. N.C.O.s of No. 7 Platoon (as detailed by Platoon Commander) at Headquarters. T.E.T. Dress: Drill order.

MACHINE-GUN COMPANY.

Monday, 15th July:—

5.10 p.m. Drill at Kowloon Docks, Nos. 1 and 2 Guns only. Hongkong residents proceed by launch from Statue Pier at 4.30 p.m. Dress: Drill order with rifles, two small pouches and 15 rounds dummy cartridges.

Tuesday, 16th July:—

7.10 a.m. No. 3 Gun at Headquarters. Dress, as above.

Wednesday, 17th July:—

5.10 p.m. Nos. 4 and 5 Guns Headquarters. Dress, as above.

Friday, 19th July:—

7.10 a.m. Beginners' Class at Headquarters.

MOUNTED SECTION.

Monday, 15th July:—

5.30 p.m. At Jockey Club Stables. Dress: Drill order.

Thursday, 18th July:—

5.30 p.m. At Jockey Club Stables. Dress: Drill order without rifles.

SIGNALING SECTION.

Tuesday, 16th July:—

5.30 p.m. Parade at Headquarters. Dress: Clean fatigue.

RECRUITS.

Monday, 15th July:—

5.30 p.m. All recruits who have not yet fired at Kennedy Road Range. Grouping. Dress: Drill order without rifles. Sergeants Edmunds and Meade will attend.

Friday, 19th July:—

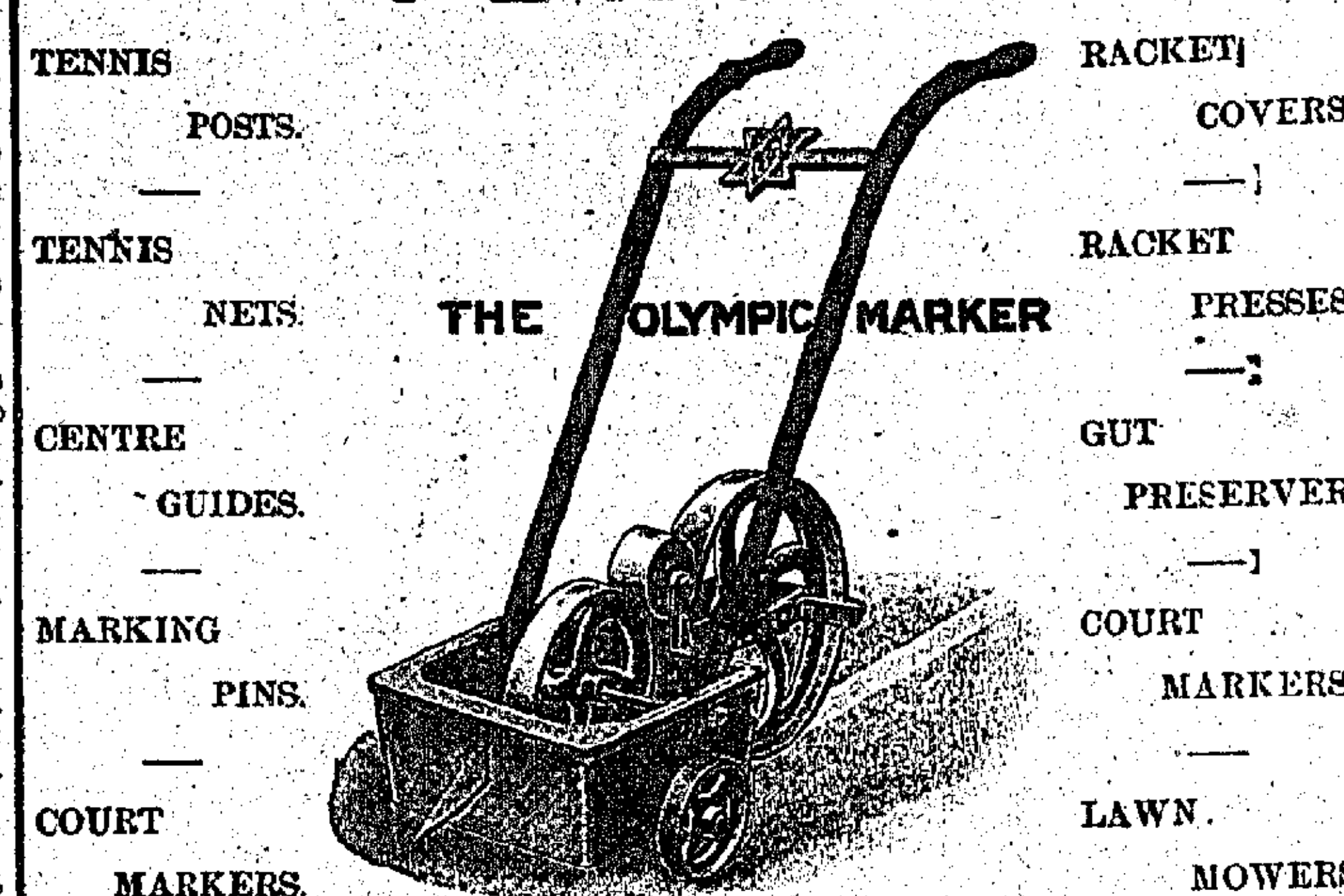
5.30 p.m. All units except "D" Co. on Murray Parade Ground, under Sergeants Oxberry and Meade. Dress: Drill order.

(Continued at foot of next column.)

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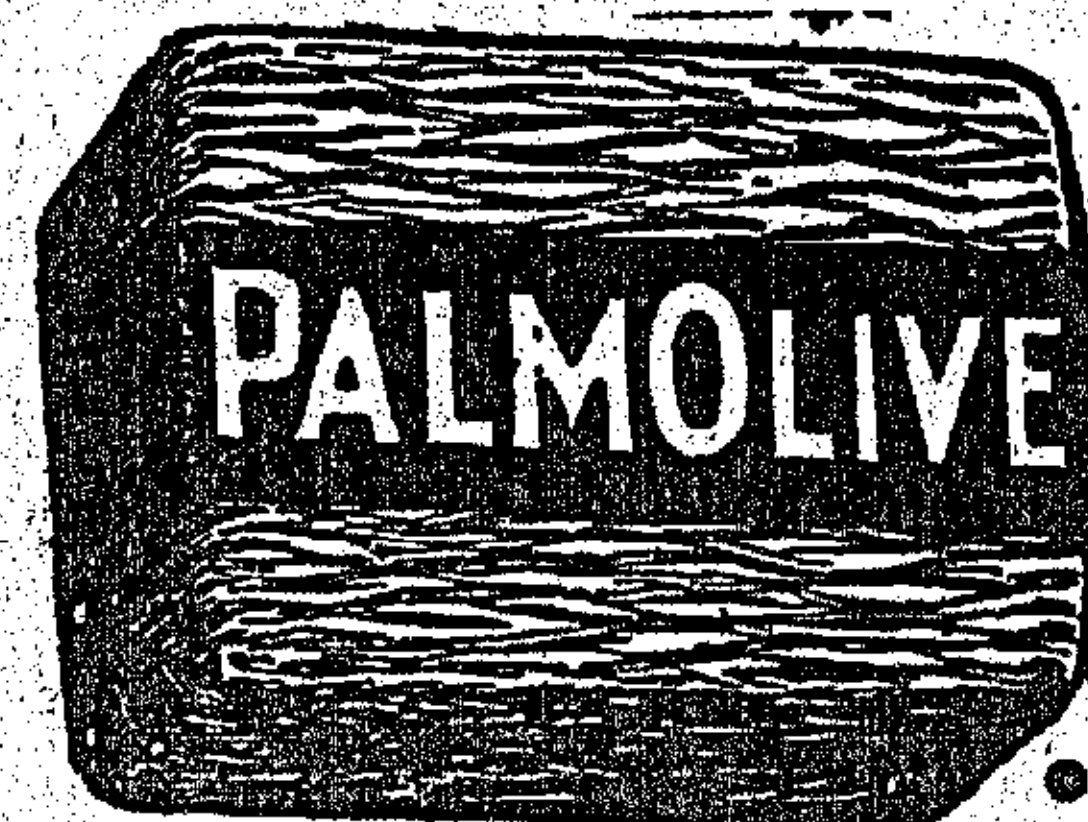
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NEW STOCKS OF "VIYELLA" AND "AZA" IN CREAM AND STRIPES.

ORDERS FOR CADET COMPANY BY SYD-LIEUT. J. E. W. BEARD.

PARADES.

Wednesday, 17th July:—

5.00 p.m. Swimming. Fall in at Blako Pier.

Saturday, 20th July:—

1.30 p.m. Nos. 3 and 4 Sections. Fall in at Headquarters to proceed to Sai Wan.

G. E. STEWART, Capt., Adjutant, H.K.D.C.

Hongkong, 12th July, 1918.

(Other Local News will be found on Page 6.)

#### LONDON BUYING AGENTS

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Apply—  
**M. R. SPRINGETT,**  
Maple Bay, B.C.,  
Canada.

[2223]

## THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

**AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS** per Share for the six months ending 30th June, 1918, will be Payable on FRIDAY, 26th July, 1918, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER OF BOOKS of the Company will be CLOSED from FRIDAY, the 19th, to the 26th July, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.

Hongkong, 10th July, 1918. [2220]

## THE WEST POINT BUILDING CO., LIMITED.

**AN INTERIM DIVIDEND OF THREE DOLLARS** per Share for the six months ending 30th June, 1918, will be Payable on FRIDAY, 26th July, 1918, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER OF BOOKS of the Company will be CLOSED from FRIDAY, the 19th, to the 26th July, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.

Hongkong, 10th July, 1918. [2221]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

**IT IS HEREBY NOTIFIED** that an INTERIM DIVIDEND of £2 3 0 per Share, subject to deduction of Income-tax, has been declared for the HALF-YEAR ending 30th June, 1918, at rate of 3/4 per dollar.

The DIVIDEND will be Payable on and after MONDAY, the 12th August, 1918, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 26th July, to SATURDAY, the 10th August, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
**N. J. STARR,**  
Chief Manager.

Hongkong, 11th July, 1918. [2222]

## NEWSPAPERS and PERIODICALS FOR OVERSEAS.

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[1922]

## WAI KEE.

**FLAG & SAILMAKER.**  
No. 125, Des Vaux Road Central,  
Top Floor,  
HONGKONG.  
Telephone No. 1833.

[2227]

## INTIMATIONS

## NOTICE.

**THE** Undersigned's Business address as SHARE AND GENERAL BROKERS is at No. 6, Des Vaux Road Central, Hongkong, 8th July, 1918. [2209]

J. S. DOBIE &amp; Co.

## BEWARE OF FORGERY!

**THE** Undersigned has recently seized in a Cargo Boat alongside a Hongkong Steamer in Canton 40 cases of Firecrackers bearing forged labels of our Chop and Trade Mark which had been Registered in the Hongkong Registration of Trade Marks. It is found that the seized goods were forged and sold to a consignor of Hongkong by NG SHUNG, an Export Merchant of Canton. The forged goods are found to be exceedingly inferior and are now stored in the Chamber of Export Commerce of Canton for reference. We have neither Branches nor Agents, and any sale of goods of our brands other than from us is a forgery or infringement. Beware of it!

**YUT SHING,**  
Export Merchants,  
Sai Hing Street,  
Canton.

[2222]

## G. R. B. NOTICE.

**ANY EUROPEAN, Non-Admitted** to obtain a passport to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1914.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

[2225]

## G. R. B. PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of July, 1918, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN HIRE to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Contents.	Bye-laws Fee.	Annual Rent.	Upset Price.
Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	As per plan.	27,101 1/2 sq. ft.	188	5,074 1/2	

[2212]

## HOUSES TO LET

## TO LET.

**COMMODIOUS** and Centrally Situated NEW OFFICES, with lift, in the old Mercantile Bank Buildings, corner of Queen's Road Central and Lee House Street. Also in Canton House, No. 31, Shamone, British Concession. For rent and further particulars apply to—  
**DAVID SASSOON & Co., Ltd.,**  
84, Des Vaux Road.

[2217]

## TO LET.

**HOUSE** at OBSERVATORY VILLAGE, Kowloon. Apply to—  
**ARRATON V. APCAR & CO.,**  
Des Vaux Road Central.

[2109]

## TO LET.

**HOUSES** on Shamone, Canton. No. 57, THE PRINCE, LUSTLEIGH. Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.,**

[2223]

## TO LET.

**NO. 7, STEWART TERRACE, No. 32, THE PRINCE.** Apply to—  
**LINSTRAD & DAVIS,**  
3rd Floor Alexandra Buildings.

[2226]

## TO LET.

**A FLAT** in Nathan Road, Kowloon. **FOUR-ROOMED HOUSES** in Kowloon. **A SHOP** in Nathan Road, Kowloon. **"ABETHOLWYN,"** No. 14, Peak Road, from 1st August. Apply to—  
**HUMPHREYS ESTATE & FINANCE Co., Ltd.,**  
Alexandra Buildings.

[2200]

## INTIMATION

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**20% MEDICAL BATH SOAP.**  
PRICE 75 Cents per cake.

## TO BE OBTAINABLE ONLY FROM

**A. S. WATSON & CO., LTD.,**  
HONGKONG AND CHINA.

TEL. 16.

[17]

## DEATHS.

**McDONNELL.** At the General Hospital, Shanghai, on July 6th, JOHN McDONNELL, Chinese Customs Service, aged 32 years.

**PLAYFAIR.** At Kelvedon, Essex, on May 10th, GEORGE WILLIAM FORBES PLAYFAIR, late of Hongkong, in his 67th year.

HONGKONG OFFICE: 104, DES VAUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 13TH JULY, 1918.

## THE POWERS AND CHINA.

**YESTERDAY** we pointed out that if the present policy of raising loan after loan on the security of some portion of the national wealth be persisted in much longer China will awake some morning to find that she has nothing left, and that the country and the people and the labour of the people have been sold. If, instead of being frittered away in senseless strife, the money were being used for exploiting the resources of the country, for the starting of new industries, and for capitalising State enterprises the transactions would be legitimate. All these might be expected to prove remunerative, to leave a margin over after paying interest on the money borrowed from abroad, besides developing the wealth of the nation. Prudence demands that every endeavour be made to reap the full benefit of a loan, that it shall not be diverted into unremunerative channels or absorbed in "expenses." Japan, at the beginning of her career, had some unpleasant experiences in connection with the development of the Hokkaido, where huge sums were wasted with very little to show for them. It is partly for this reason that of old foreign bondholders have demanded that they shall have control over the way that the money lent is spent and also, in most cases, control over the working of the activity which is mortgaged as security. This, though a more expensive procedure, which deprived the borrowing country of some of its anticipated profit, proved the only way to ensure security in the case of countries, in which the political organisation was so little advanced as in China to-day. State enterprises are apt to be expensive because there is lacking

the incentive to economy which obtains in private enterprises, and where the political organisation is more or less on a basis of favouritism, the expenses are liable to be largely increased—perhaps to the extent of only a moiety of the loan being directed to its original and prescribed purpose. This is the case with China. She is increasing her expenses without improving her income, and is bringing nearer the time when she may possibly have no means to meet her indebtedness. To borrow more money to pay off the interest overdue on old loans is a sure road to bankruptcy, and if the Powers would not allow China to go bankrupt they could hardly prevent the foreclosing of mortgages and the practical partitioning up of the country. China, in return for the severance of relations with the Central Powers, has been allowed to discontinue the payments of the Boxer indemnity. With this money it should have been possible for her to meet all her extra expenses, if not to engage in the development of some productive activity. Instead, however, she is plunging further and further into debt. In these circumstances the question arises whether it would not be the best policy for the foreign Powers to close their purses and allow China to work out her own salvation. The question has already been raised in Japan, where it is argued that the reconciliation of the North and South will never be effected so long as foreign money flows into China. If the Powers tied their purse-strings and told China there would be no more foreign loans until complete order was restored in the country, then, it is claimed, a reconciliation between the North and the South would be effected very speedily. Even after that it might be advisable to require China to show how far she was able to meet the loans made in the past—in other words, to set her finances in order. None of the Powers, presumably, is desirous of the break-up of China; this would involve fresh struggles and renewed diplomacy of the kind that the war has wearied us of. If such a break-up is to be avoided, however, China must be put on her feet in such a way that she can stand alone. It must not be necessary for the Powers to stand round her and hold her up, doling out loans every time she threatens to fall, as is the case at present. Something like a self-denying ordinance should be passed engaging the Powers not to make any fresh loans to China, at least individually. This was practically the arrangement under the Six-Powers loan scheme, before the war, but there existed no formal agreement among the Powers which permitted of this arrangement being continued after the war started and the financial ability of most of the Powers was absorbed by the exigencies of the struggle. There is an old Hungarian saying, "God protect me from my friends; I can look after my enemies myself." This prayer might be fitly offered up at the present moment by China.

**Mr. Liang Shih-yi** arrived in the Colony from the north yesterday.

The total output of the Kailan Mining Administration's mines for the week ending 22nd June amounted to 65,869 tons and the sales to \$1,661 tons.

The King has granted permission to Sir Robert Ho Tung to wear the Chinese Order of the Excellent Crop, Class 2, in recognition of valuable services rendered.

By recent retirements and promotions on the flag list, Captain G. H. Borrett, R.N., has become the senior of his rank. He was serving on the China station before the war.

There was not a single case of cerebro-spinal fever reported in the Colony on Thursday. The only communicable diseases notified were two cases of bubonic plague and one case of enteric fever.

The Chinese waiter has appeared in the West End. In many restaurants Chinese servants have been for some time past employed in the kitchen, but managers are now beginning to go a step further.

Major-General H. D. Watson, who saw much service in the China War of 1900, retains his appointment of equerry to the King on promotion to that rank. He won the C.M.G. in the present struggle.

Colonel Wintour, who commanded a battalion of the West Kents in the Far East just before the war, has gone on retired pay under the age rule, and has been granted the honorary rank of major-general.

His Majesty the King of the Belgians has conferred the Croix de Guerre on Lieut.-Colonel W. Loring, D.S.O., R.G.A., who a few years ago was an Artillery Staff Officer in this Command.

Lieut.-Colonel W. B. Anley, D.S.O., R.G.A., who, a few years ago, was a Captain in the 87th Company at Stonecutters, afterwards returning to England and then coming back to Singapore, has been awarded the Croix de Guerre by His Majesty the King of the Belgians.

The Siamese Minister visited Myrtle Grove, Youghal, on May 17th, in order to convey to Lady Blake the condolences of the King of Siam on her irreparable loss. His Excellency, on behalf of the King, laid upon the grave of Sir Henry Blake a wreath of roses, lilies, and mauve carnations.

Commander Alfred Edmund Godsal, R.N., when in command of H.M.S. *Vindictive*, was killed as he successfully placed her across the fairway at Ostend Harbour as a blockship on May 10th. He served on the China station in H.M.S. *Monmouth*, and for a time commanded the *Kinsla* on the Yangtze River.

The balance sheet of the China Society for the year 1917-18 shows that the amount in hand on April 30th last was somewhat larger than at the corresponding date of 1917. The subscriptions to the Chinese Labour Corps Comforts Fund totalled \$55,108, all of which, without deduction, went to the object for which it was collected.

Baron Vitale, who was accidentally killed in a shooting affray in a Neapolitan café, was a Professor at the Oriental Institute, and was a great authority on China, having spent several years in Peking, where he was Attaché to the Italian Legation. He was in Peking during the Boxer rising. He married a Japanese lady.

The engagement is announced between Captain M. Costescu Gyha and Eileen, daughter of the late Sir Nicholas O'Connor and Lady O'Connor. Captain Costescu Gyha is the Assistant Naval Attaché to the Roumanian Legation in London. Miss O'Connor is the daughter of the late British Ambassador in Petrograd, who was formerly Minister in China.

## CORRESPONDENCE.

## THE TELEGRAM OF CONGRATULATION TO THEIR MAJESTIES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—As my telegram to the King and Queen, sent in connection with the twenty-fifth Anniversary of their Wedding, seems to have given rise to a good deal of misunderstanding, it is, perhaps, well to explain that the telegram was despatched hurriedly at mid-day on the day of the anniversary, and when there was no longer time for consultation if it was to get home in reasonable time for the celebration.

I sincerely regret that it was not worded "members of the Hongkong Club and the British Community." The hurry in which it was despatched in these days of severe strain on one's time, and the fact that I happened to be Chairman of the Club and President of the St. George's Society this year, must be my apology for tactlessly omitting the elder Society of "St. Andrew's," or, in fact, distinguishing between any loyal British subjects.

I can say no more than that there was not the slightest intention on my part to wound the feelings of any loyal patriot, and only the thought of rushing off loyal greetings and congratulations ere they were too late. Had I thought of it earlier I should naturally have consulted all the Societies with a view to a joint telegram.—Yours faithfully,

P. H. HOLYOAK.

Hongkong, 12th July, 1918.

## THE SEPARATION OF IMPERIAL AND DOMESTIC AFFAIRS.

At a recent meeting of the Council of the Royal Colonial Institute, the following resolution was moved by Earl Brassey, seconded by Sir John Cockburn, K.C.M.G., and carried unanimously:—"That the Council of the Royal Colonial Institute is of opinion that the separation of the control of Imperial matters from that of the Domestic affairs of the Mother Country is urgently necessary, and that the settlement of the future constitution of the United Kingdom is an essential preliminary to the discussion of the future government of the Empire at the special Imperial Conference, to be summoned at the conclusion of the War."

## IS IT MURDER?

## INQUIRY INTO STRANGE DEATH. A MYSTERIOUS STRANGER.

At the Hongkong Magistracy, yesterday, Mr. E. D. C. Wolfe, in his capacity as Coroner, held an inquiry into the circumstances surrounding the death of a Chinese boatman, who is believed to have been murdered on May 2nd.

Mr. T. H. King, A.S.P., appeared on behalf of the Police, and Mr. Leo d'Almada watched the proceedings on behalf of a person who is suspected of being concerned in the death of the man.

The following were the jury:—Messrs. D. K. Blair, John S. Nicolson and J. M. Victor.

The Coroner stated that the deceased's body was picked up near the Bay View Police Station on May 9th of this year.

The body had evidently been in the water for some time and was very much decomposed. The Police were trying to bring evidence to show that the man had been shot in the chest. Early this month, the Police reported that the clothes found on the body had been identified by a woman as belonging to her husband, who had been missing for some time. So far no arrests had been made in connection with the crime. There were two facts which the jury had to consider. One was whether the body of the person who was found in the harbour was that of the husband of the woman who identified the clothing; and also whether the deceased was murdered.

Mr. King said that before calling evidence he wished to state the facts as far as the Police knew them. On May 9th the body was found on the foreshore at Tat Tse Mui. It was badly decomposed and there was one shot wound in the chest. There was no chance of identifying the body. On June 26th, through the arrest of a man certain facts came to light which showed that the body was that of Chan Kiu, a boatman. The Police, subsequently, traced his wife, who identified the clothing on the body as that of her husband whom she had last seen on May 2nd. A witness would state that on May 2nd or 3rd the deceased and a man named Chan Tak and another man who was a stranger to the witness came to his sampan, lying off Salt Fish Lane, and asked him to take them to a ship—what ship he did not know. The deceased took charge of the bow of the boat, Chan Tak, the second oar, and witness was sculling. The stranger stood in the bow. While the boat was on its way the witness saw a small boat some distance away, containing several men, who asked what direction they were proceeding in, and then passed along. The deceased and Chan Tak got hooks and attempted to hook their boat to the other boat. The stranger suddenly called out to someone, probably his brother, not to do anything. One of the men in the other boat drew a pistol and fired five or six shots at the sampan. The deceased, the stranger, and Chan Tak jumped into the water, while witness remained hidden in the sampan.

After a little while he looked out of his place of concealment and noticed the other boat sailing in the direction of Salt Fish Lane. Mr. King went on to state that the Police had been able to trace that sampan. The other man who accompanied deceased was away in the country and could not be got at. The Police informant stated that from that time he had not seen the deceased. According to the descriptions given by witnesses of the men who occupied the other boat and their names, the Police were able to detain a man bearing one of the names mentioned. Witness identified him as one of the men, but could not state whether he fired the shots. That was the man whom Mr. d'Almada was representing, and he would be brought into Court.

After evidence had been given by Dr. McFarlane and the deceased's wife, the principal witnesses for the Police went into the witness-box and was cautioned. The witness then corroborated the statement made by Mr. King.

Mr. King further stated that he was expecting a ship in the next few days, on which was working a man who is supposed to have witnessed the whole incident.

Mr. d'Almada stated that if his client was to be put into the witness-box he desired an opportunity of seeing him. According to the evidence given by the previous witness, if his client was on the boat he was just as guilty of the murder as anyone else on the boat.

Mr. King replied that the matter could be easily arranged.

Mr. Wolfe adjourned the inquiry until Tuesday afternoon.



# THE WAR.

## GERMANS ADMIT FRENCH ADVANCE

FRENCH INFANTRY MASTER ENEMY RESISTANCE.

## FRANCO-ITALIANS ROUT AUSTRIANS.

ENEMY SUFFERS COSTLY DEFEATS.

## BRITAIN'S CRACK AIRMAN KILLED.

### Franco-Belgian Front.

LATEST CABLES.  
(THROUGH REUTERS' AGENCY.)

#### BRITISH FRONT.

#### BRITISH POSITIONS IMPROVED.

LONDON, July 11th.

Field-Marshal Sir Douglas Haig reports:—We slightly improved our positions eastward of Bretonneux.

We captured several prisoners in successful raids at Morris and Festubert. Hostile artillery were active astride the Somme.

#### EARLIER CABLES.

#### SUCCESSFUL MINOR OPERATION.

LONDON, July 10th.  
10.45 p.m.

Field-Marshal Sir Douglas Haig reports:—In a successful minor operation last night at Morris we captured nine machine-guns, two trench-mortars and a number of prisoners.

#### AERIAL OPERATIONS.

LONDON, July 10th.  
10.55 p.m.

Field-Marshal Sir Douglas Haig reports:—Enemy aircraft were active in the northern part of the front. Ten were destroyed and one was driven down uncontrollable.

We dropped 14 tons of bombs over the line, two tons on Lille junction, and one and a half tons on Bruges Docks.

Three British machines are missing. At night we dropped three tons of bombs on enemy railways and camps. All our machines returned.

#### GERMAN REPORT.

LONDON, July 10th.  
10.45 p.m.

A wireless German official report states:—Strong French forces advanced several times and established themselves westward of Anthieu and northward of Longpont.

#### LATEST CABLES.

#### FRENCH FRONT.

#### FRENCH CAPTURE FARMS AND QUARRIES.

PARIS, July 11th.

A communiqué states:—South of the Aisne our infantry finally overcame the enemy resistance at different points.

We captured Lagrille Farm and the quarries north of Chavigny Farm.

To the eastward our patrols reached Longpont, and entered the northern part of Corey, taking prisoners.

### The Balkans.

EARLIER CABLES.  
(THROUGH REUTERS' AGENCY.)

## FRANCO-ITALIANS ADVANCE IN SOUTHERN ALBANIA.

LONDON, June 11th.  
7.20 a.m.

It is pointed out that the important advance by the French and Italians in Southern Albania on an 80-mile front between the sea and Lake Ochrida is the climax of the pressure steadily exercised during the past two months. The French and Italians, since the spring, have pushed their way northward 20 miles, and are now advancing in considerable strength and are substantially progressing in the mountains and roadless region.

British monitors are co-operating with the Italians in the coastal sector, where the Italians are already 20 miles north of Avlona, and are apparently aiming at Durazzo.

### ITALIANS ASTRIDE THE OSUM.

LONDON, July 10th.  
5.00 p.m.

An Italian official report states:—Having reached to westward of the Lower and Middle Semeni and extended eastward our occupation of the heights at the head of Tomorica, our troops are advancing and repulsing the enemy at the centre astride the Osum.

#### LATEST CABLES.

#### AUSTRIANS RETIRING IN DISORDER.

PARIS, July 11th.

A French Eastern communiqué states:—Notwithstanding the costly defeats at the Cerna Bend yesterday, the enemy, to-day, again reattacked north of Monastir, and were again repulsed.

We continued to advance. In conjunction with the Italians, south of Devoli, in Albania, we captured Cafaguripore and Konica Peak, the Austrians retiring in disorder in Tomorica Valley, and we are pursuing them.

#### Aerial Activities.

EARLIER CABLES.  
(THROUGH REUTERS' AGENCY.)

## BELGIAN KING AND QUEEN TRAVEL BY SEAPLANE.

LONDON, July 10th.

The King and Queen of the Belgians, who are visiting Their Majesties on the occasion of their silver wedding, crossed the Channel on separate seaplanes.

Earl Curzon, speaking at to-day's Belgian concert in the Albert Hall, when the Belgian King and Queen, accompanied by Their Majesties King George and Queen Mary, were present, said the former were the first King and Queen ever to descend upon our coasts from the skies.

#### LATEST CABLES.

## CRACK BRITISH AIRMAN KILLED.

LONDON, July 11th.

The airman Major McCudden, V.C., who won almost every award for valour, has been accidentally killed while flying in France.

The deceased airman was the son of a warrant officer of the Royal Engineers. Major McCudden began as a mechanic, and three times fought the crack German airman Immelmann.

#### General.

LATEST CABLES.  
(THROUGH REUTERS' AGENCY.)

#### BANK AMALGAMATIONS.

LONDON, July 11th.

The Daily Express states that Barclay's Bank, the London and Provincial Bank and the London and South-Western Bank have amalgamated. They control total accounts amounting to £212,000,000.

The Daily Chronicle says rumour is busy in the city regarding possible amalgamations, including the London City and Midland Bank and the London Joint-Stock Bank; also that Lloyd's Bank is about to come into a working arrangement with the National Bank of India.

The British Bank of South America entered into a working arrangement with the London Provincial Bank and London and South-Western Bank some weeks ago.

#### THE SILVER MARKET.

LONDON, July 11th.

The silver market is steady.

#### EARLIER CABLES.

## INDUSTRIAL AND ECONOMIC ORGANISATION OF BRITAIN.

SPEECH BY AUSTRALIAN PREMIER.

LONDON, July 10th.

Addressing a large and representative meeting of the British Producers' Organisation in London, the Australian Premier, Mr. W. M. Hughes, again dwelt at great length upon the absolute necessity for the British Empire seriously organising industrially and economically if it wishes to maintain its position after the war. To win the war without being prepared to meet the immediate post-war conditions would mean that we will clasp empty husks. Political independence and the trappings of greatness would remain for a season, but without economic greatness degeneracy would begin. How could this mighty Empire hold together in the future save by numerous virile populations united by ties of self-interest as well as of race and common ideas, and how could these conditions be assured without economic prosperity? Upon conditions which guaranteed a profitable investment for capital, plentiful and regular employment for labour at good wages and under good conditions, and upon the development of land and other primary resources. Upon these the greatness, nay, the very existence of the Empire and every part of it absolutely rested. (Hear, hear.)

Mr. Hughes proceeded to argue that Great Britain's pre-war economic policy was one of negation, and, judged by results, did not pay. In this matter of life and death things were allowed to take their course. No other great nation had acted thus. He showed how Germany's share of world trade grew by leaps and bounds. For example, 50 years ago, Great Britain produced, roughly, five times more iron and two and a quarter times more steel than Germany. In 1913 Germany produced twice as much iron and two and a half times as much steel as Great Britain. Moreover, many of the best rooms in the Empire's industrial mansions were occupied by Germans. Germany's peaceful penetration had honeycombed Great Britain's industrial life, so that Great Britain traded, not entirely for her own advantage, but also for Germany's. After the inferno the world is passing through, could it be maintained, even by those who before the war thought Great Britain's economic policy was the best policy, that that policy will suit conditions after the war? In the new economic environment after the war, if we are not adequately equipped, we will surely perish. (Hear, hear.)

Mr. Hughes pointed out that few realised what would be the position after the war. Great Britain's war indebtedness has already reached £8,000,000,000. Add to this interest on this stupendous sum, the many millions annually for pensions, huge sums for repatriation, vocational education for disabled men, and many other financial responsibilities, and it will be realised that we are in for a pretty bad time. For remember that these are all new burdens added to the pre-war burdens and would have to be met out of the wealth produced after the war. Hence it was obvious that we must produce more per unit of labour and per pound of capital invested than ever. Neither eloquence nor resolutions will solve this problem. "Of course, you can die or quit, which amounts to the same thing, but if you want to live you must act promptly. The more you look at this terrific problem the more appalling it appears. You want to forget it and believe that somehow you will muddle through, but at the back of your mind you know it cannot be side-stepped."

Mr. Hughes, continuing, again emphasised that the only way to deal with the problem was to organise every industry so that each fitted into the other like the cogs of a machine and formed part of the great national organisation. The co-operation of organised labour was absolutely necessary. The fundamental

fact was that more wealth must be produced. Some still wanted to take the German brother by the hand after the war, although that hand is stained with the blood of innocents. These people spoke of internationalism and still wanted an open-door policy. "So do the Germans, but it is an open door for Germany, not for the British Empire." (Hear, hear.)

Mr. Hughes referred sarcastically to those who, after Brest-Litovsk and all that has happened since in Russia, cry out in horror when someone in the interests of our own self-preservation urges necessary national industrial measures. These measures did not begin or end with tariff reform. Every industry must be dealt with as circumstances demanded. If a duty was necessary, why not have it? Why not deal with this question non-politically on its merits? It was a national and Imperial non-party question, and, a business question. The British Government has already the nuclei of complementary organisation as far as raw materials are concerned. "What is wanted for co-ordination of these nuclei, and organisation of industry generally, is an immediate declaration of the Government's economic policy and the appointment of someone clothed in the necessary authority to begin without delay to organise for peace." (Cheers.)

## KUEHLMANN'S RESIGNATION SENSATION IN REICHSTAG.

COPENHAGEN, July 10th.

The resignation of Baron Kuehlmann created a sensation in the Reichstag, where it was announced on Baron Kuehlmann's return from Headquarters.

The Centre leader, Herr Groeber, proposed a postponement of the sitting in order to enable the parties to discuss the situation, owing to the Socialists declaring that they would not vote the new war loan unless von Hintze declared his policy. The Socialists are greatly dissatisfied at the appointment of von Hintze.

#### SUCCESSION CONFIRMED.

AMSTERDAM, July 10th.

A message from Berlin confirms that Admiral von Hintze has succeeded Baron Kuehlmann.

#### HITCH IN APPOINTMENT.

LONDON, July 10th.

Apparently, there is some hitch regarding Baron Kuehlmann's successor. A later official Berlin message says that Admiral von Hintze is mentioned as Baron Kuehlmann's successor, but a final decision has not yet been made.

#### PRESS OPINION.

LONDON, July 10th.

The Press of both London and Paris, assuming the correctness of the report of the resignation of Baron Kuehlmann, are of opinion that it constitutes a triumph for the pan-Germans, and is likely to be followed by stronger measures against Russia, especially after the assassination of Count Mirbach, also possibly by a supreme effort in France or Italy soon.

Admiral von Hintze, who is mentioned as his successor, is described as one of the most notorious intriguers and adventurers in the German diplomatic service. He was formerly Ambassador at Peking, but owing to various scandals he was recalled. He was in Mexico when war broke out, but managed to return to Germany in the guise of an Englishman. Then he returned to China, crossing the Pacific as a super-cargo in a Scandinavian tramp vessel.

## AUSTRIA AND SOUTH GERMANY FLOODED.

ZURICH, July 10th.

Vienna newspapers give further details of the heavy and continuous rains and serious floods in Austria and South Germany. Houses and bridges were destroyed at Salskammargut. The Danube at Vienna reached its highest level for the past 20 years, and is still rising.

Vienna during the week-end was without meat, and horse-flesh sold at famine prices.

The newspapers state that Austria has lost over half the country's live-stock.

## SOUTH AFRICA CRISIS ABATED.

JOHANNESBURG, July 10th.

Referring to General Botha's statement cabled on July 5th, three alleged International Socialists, of whom one is an ex-member of the Transvaal Provincial Council, have been arrested. Bail was refused.

The crisis has abated.

#### "FOR VALOUR"

## CHAPLAIN'S REMARKABLE RECORD.

LONDON, July 11th.

The four most recent recipients of the Victoria Cross include Chaplain Theodore Bayly, Hardy, D.S.O., M.C., who is over 50 years of age, and "who displayed marvellous energy and endurance which would be remarkable even in a very much younger man." Three incidents are cited showing that Chaplain Hardy tended an incapacitated officer and men during actions, notwithstanding that he was exposed to most dangerous conditions, including very close enemy artillery fire.

## STRIKERS WOUND BRITISH CONSUL IN ARGENTINA.

BUENOS AIRES, July 11th.

Strikers at Villa Constitution attacked and wounded the British Vice-Consul.

They took him forcibly to the strikers' headquarters, where he has roughly handled.

The British Minister has protested to the Government of Argentina.

## FRANCO-BRITISH CONCESSIONS IN MACEDONIA.

LONDON, July 11th.

The Times' Correspondent at Salonika states that concessions have been granted to the British and French financial groups for the drainage and irrigation of the marshes in the Struma and the Vardar valleys, respectively.

## DROPPING A DEPTH CHARGE.

"Following the explosion there was a great disturbance of the water and air bubbles arose. The submarine was not seen again, but large quantities of oil floated on the surface of the sea over the spot."—Official Report.

I am just dreaming that it isn't cold or wet, and that the war has been over for years, when hanging at my door tells me that it is 4 o'clock and time to get ready for early morning patrol. Day is breaking with a drizzling rain and a sea-mist as I climb into my seat in the "blimp." (A "blimp" is a stream-line silvery-looking cigar-shaped balloon with an aeroplane minus the wing fixed underneath, and our job is scouting over the home-seas for submarines.)

There is a choppy sea running, and in a choppy sea there is much less risk of a periscope being seen. Away, straight out from the coast we steer, myself and Harold. Harold is busy tuning up his wireless; I am chauffeur and bomb-dropper, Harold the "sparks" expert.

At anything above 200ft. it is impossible to see the water, so we cruise along at half that altitude. *First-class Hintze-tittit-tiz.* Something doing? I can hear the penetrating "zizzing" above the roar of the engine. A U-boat has been seen, and Harold shouts direction in my ear; we make a sharp turn to starboard and steer for the locality given. The mist has lifted, and we can go higher and see farther.

Ten minutes, and we see a couple of destroyers racing in the same direction as ourselves, all three of us converging as we go. We get ahead of them and presently spot a mine-sweeper zig-zagging in our direction. On her port quarter about a mile distant there is to be seen the wash of the submarine tearing along, on the surface and trying to head her off. We also are seen. The U-boat makes a sharp turn to starboard as though to cross the steamer's wake and then submerges. We are used to those tactics and steer in the opposite direction. The U-boat had remained on the surface much longer than was necessary. She wanted her direction to be seen and would probably return on her course once she has led us "up the garden."

"There she is!" shouts Harold 15 minutes later. It takes a keen eye to discern that grey shadow, all broken up as the shadows are by the choppy sea, but there is no mistake. She is lying quite still on the bottom in 40ft. of water. We both keep a sharp eye on it as I circle round in close coils to get sufficient height to drop the charge. Then, with the engine just ticking over we float along on the wind.

No! I am a little too much to port. I open out the engine again, circle back, and float again. The grey shadow begins to come into my bomb-sight. As it passes under the little red cross that marks centre I pull the lever and look over the side.

A pear-shaped object is falling rapidly, and a little bright propeller that has wound itself off to releasing the detonator, is spinning away in the same direction but not so fast. A splash as the bomb enters the water and the top-plate that shall pull on the 40ft. cord jerks off and remains on the surface.

Then I write in my log the report at the head of this story and steer about for depot and breakfast.—H.E.S.

## CHINESE TELEGRAMS.

COURTESY OF THE CHUNG NGOI SAN PO.

#### MILITARY EXPENDITURE.

PEKING, July 12th.

The Peking Government has promised to pay one million dollars cash and six million dollars bonds to General Lung Chai-kong for military expenditure.

#### INDEPENDENCE.

It is reported that General Fung Yuchang, owing to the execution of General Lu Kin-chang, which he regarded as unlawful, has declared independence in Shantung (Honan) from the Peking Government.

#### INCOME-TAX.

The Minister of Finance is proposing to adopt the income-tax bill, and the tax is to be applied firstly to the officials.

#### THE INVASION BOGEY.

## IF THE GERMANS BREAK THROUGH TO CALAIS.

The Naval correspondent of the London Observer writes:—

Fears have been expressed in various quarters that, should the Germans break through to Calais, the invasion of this country would be a certainty. Yet writers lay down this enunciation as if it were an axiom. Once on the coast, the argument runs, the Germans will mount big guns which will range across the Channel. It is acknowledged that ships cannot fight those batteries; therefore, the command of the Channel will belong to the enemy, and there is nothing which will prevent his sending his troops across Q.E.F.

Are they going to swim? If not, how do our alarmists imagine they will get across? The Germans have plenty of ships which they could use as transport laid up in their ports. But if they start an expedition from them, they will hardly attempt to reach the coast of Kent. That of Yorkshire, Lincolnshire, Norfolk, or Suffolk is more tempting. They may try a landing; but the Channel ports will not enter into the matter at all; unless we are to suppose that they will send empty ships to run the gauntlet of our defenses, and to attempt the impossible task of embarking an army in the cramped harbours of Calais or Boulogne.

#### AN ASSURANCE.

That, of course, is a *reductio ad absurdum*. An alternative is that they might use the ships which are in their hands at Antwerp, and, violating Dutch neutrality, run the gauntlet of the batteries which defend the mouths of the Scheldt. Still, what have Calais or Boulogne to do with it? They are not in the direct line from Antwerp to London. Another hypothesis, which the writers in question may have had in their mind, is that flat-bottomed barges, of which there is believed to be a number in Ostend and Zebrugge, might be used for the purpose, being brought coastwise to the French ports.

We have been threatened with flat-bottomed boats twice before, and the threat kept our forefathers on the alert. The guns of the day did not "command" the Channel from the French side, it is true; but neither did the British guns from ours. Here is the flaw in the argument. If our fast moving destroyers and invisible submarines could not operate within range of the German guns, how could the slow-moving and laden barges effect the crossing within range of ours? Either they must move across by the shortest route where they would be covered by the shore guns, and, therefore, be within reach of ours, or they must attempt to move down Channel, where they would be out of range of our guns, and, therefore, outside the protection of their own, and when, in consequence, they would be exposed to the attack of our naval forces. People do not realize what our sea-power is because, up to the present, it has but rarely had targets. Give it such a target as an attempted German invasion across the Channel would provide it with, and the most doubtful Thomas of us all will be very speedily convinced that its existence is a fact, and an impregnable fact.

#### THE ACTUAL DANGER.

The times are serious enough, in all conscience, without adding bogeys to our anxieties. The danger of a German advance to the coast is of a different kind. It would threaten the existence of the army, but not the inviolability of our shores, except in so far as the attacks from the air would be more formidable than anything we have yet seen. But that is outside my province. The dangers which would result from a successful German incursion to the coast are incalculable, but the actual danger of invasion would not materialise for a very long time to come, and would be governed by other considerations than the mere fact of their establishment at Calais. It is necessary that this should be pointed out, for, were an invasion panic to follow upon the improbable event of a decisive German victory, the hands of the authorities might easily be tied by the measures necessary to retrieve the situation, be jeopardised. The alternative that, in the event of a German failure in France, a last desperate attempt might be made to defeat us by sea and invade from the German ports, is another matter. But such an attempt offers no more prospect of success now than it did in the earlier days of the war. The chance of a successful invasion of this country passed when the Fleet went to its Northern bases on the last day of July, 1914, and it is as certain as anything in human affairs can be that an attempt now unless the Fleet can first be overthrown in a decisive engagement will spell disaster to those who make the attempt. So let us face the real troubles with "a right judgment in all things," and not divert our minds and our energies by vain imaginings of disaster.







## A NIGHT OF HORROR. HOSPITAL CAMP RUTHLESSLY BOMBED.

### HEROISM OF THE NURSES.

A number of Australian wounded men were in the hospital in France when bombs were dropped on it by German aviators. Australian wounded men testify to the glorious heroism of the nurses in the hospital on which the Germans dropped bombs, and explain that a nurse had just helped all the patients to lie on the floor in order to escape fragments, when a bomb exploded, killing the nurse instantly.

Australians and New Zealanders have fresh reason for steeling their hearts against the barbarous enemy owing to the bombing of a base hospital in France on May 19th. A considerable number of Australian and New Zealand wounded soldiers were among the hundreds under treatment in the hospital, when bombs were dropped on it. Some were killed, and others were wounded again. Several already in a low state through wounds received on the front line died from shock. Twenty Australians, who were sufficiently well to be moved, have just arrived at a South Coast hospital in England. To most of them the bombing remains as a vivid and terrible nightmare whose terrors were only relieved by the wonderful coolness and bravery of the night nurses.

### A WELL-EQUIPPED HOSPITAL.

The hospital is situated miles behind the lines, and one of the largest hospital bases in France, consisting of a group of half a dozen distinct camps, including the convalescent camp, and also the principal hospital in France for severe limb injuries. The railway is a short distance from the North coast, but not any of the big Australian general hospitals are situated there. These are near coast towns, and are more likely targets, but not any have recently suffered from bombing, and never have been actually hit, although bombs have frequently fallen in the vicinity. The Australian wounded are convinced that the bomb droppers intended to reach the limit of inhumanity, and wipe out one of the best-equipped healing establishments. It was a beautiful moonlight evening, the roads shining white, and the railways gleaming like silver. No bombs fell on the railway. Practically the whole of the 150 fell within the hospital fences. It is significant that a German prisoner in a camp a few hundred yards distant was unscathed. The sound of the raiders was first heard at 10.30 p.m. The patients were mostly asleep, and the place was almost in complete darkness. The first shower of bombs included an incendiary one, which was intended for the huts, and sent up a blaze which must have revealed the nature of the target to the enemy. The bombs were dropped from a plane deliberately dropped cargoes of explosives on the same spot.

### HEROIC NURSES.

The nurses remained in the wards assisting the slightly wounded to dress, those deriving a sense of safety by walking about. Some were able to reach their rooms, and others to reach the huts. The nurses did their utmost for the severity of whose wounds compelled them to be helpless in the flames, unprotected huts. They administered morphine to some whose condition threatened to become dangerous, and walked from hut to hut cheering up the patients between the deafening bursts. Terrible scenes were witnessed at one group of huts which went up in flames. Splinters of bombs were raining on the huts, and the windows were shattered. The raid was especially harmful to shell-shock cases, but a Dutch Australian recovered his speech at the bursting of the second bomb, 100 yards distant from his bed.

Those undergoing treatment for leg injuries suffered the greatest agony of all. Here several foremost London specialists were following the latest methods of the installed appliances to treat severe wounds, such as formerly entailed the loss of a limb. The essence of treatment was the rigidity of the affected parts. Scores of men, representing almost every regiment of the British armies, were lying with legs held up with pulleys at strange angles to enable continuous antiseptic sluicing for several weeks. When the bombs began to fall these helpless soldiers could not restrain nervous twitchings, every one of which was like a knife-cut. Some Australians in this state became in a critical condition, and their recovery will be long delayed.

### A TORPEDO DROPPED.

An early aeroplane dropped a torpedo at the corner of the grounds occupied by the tents of the convalescents, and it exploded with a terrific report, killing and wounding a number of patients. The survivors, among whom were Australians, carried on rescue work. Despite that, the later batches of raiders continued heavy bombing. Cot cases were being unloaded from an ambulance train outside the hospital while the concussion broke the windows of every carriage. After the two hours' bombing many day nurses, having assured themselves that all possible had been done for the patients, took up their beds and slept in the open. The night nurses remained at the bedside. The climax of the raid was reached when an enemy machine, not content in bombing, swooped down in disregard of the anti-aircraft gunfire, and emptied a machine gun in the area in the neighbourhood, some casualties resulting.

A Victorian, suffering from shell shock, was amazed in the morning on discovering that he had narrowly escaped death. He carried a small comb in the breast pocket of his hospital coat, and found that a piece of shrapnel had smashed the comb and had lodged within the morocco case. A South Australian officer, suffering from the effects of gas, who managed to scramble out, and lie flat in a shallow hole, said he sincerely hoped that England would refuse any understanding with Germany regarding the limitation of bombing. While Germany had the greater number of aeroplanes she did not hesitate to send them out on indiscriminate bombing. Now that we are getting to be the superior, he added, we must teach the brutes the lesson that they must not have it all their own way.

## A COLONEL AND HIS FRIENDS SOLDIERS AS SERVANTS.

Twenty-five charges alleging that he called on soldiers under his command to act as gardeners or chauffeurs to his friends, improperly issued them railway warrants, and made false statements regarding his own travelling expenses and allowances were preferred against Lieut. Col. Mackay Mackay, Assist. Provost Marshal of the Western Command (Chester), at a court-martial at Westminster in May.

Sir A. Bodkin, prosecuting, alleged that Colonel Mackay had resorted to grave irregularities for the purpose of benefiting his private friends. One of these friends was Miss Grigsby, an American, who lived in Brook-street, W., and owned a cottage known as Old Meadows at West Drayton. Another was Mrs. Brandt, of Queen's-gate Gardens, whose husband owned Bletchingley Castle, Surrey, now used as a military hospital. A third was Major Collard, of Newton, near Chester. Colonel Mackay was a member of the Bath Club and in 1917 was a frequent visitor there and to his friends' houses. To each of these friends and also to the club, counsel alleged, Colonel Mackay had supplied soldiers as servants. He interested himself in getting their Army pay sent to them. Sometimes he handed it to them himself. Their absence from the command was covered by the issue of fortnightly passes, most of them having written across them in red ink, "Permission to wear civilian clothes."

Colonel Mackay represented that he must have a chauffeur, and a car to get round his districts, and a car named Tomlin, in the A.S.C., was detailed to act as his driver. He drove the car to London and for months lived at Mrs. Brandt's garage, where her livery and drove her and her friends. He had his meals provided, was paid 25s. a week, and with Mrs. Brandt, drove Miss Grigsby and Colonel Mackay, among others, from West Drayton. On one or two occasions he drove Colonel Mackay through North Wales and other districts, but did no other military duty. He was joined after a time by a man named Edwards, who had to clean the car, and also drove it.

From the allowance claim which formed the basis of the other charges, said Sir Archibald, it would be assumed that Colonel Mackay was touring his district and discharging the duties of his office, whereas he was spending his week-ends with Miss Grigsby and other friends or was at the Bath Club. It would be shown that if the colonel had been in Chester on certain dates important papers could have been signed without delay, but it was necessary to send men from Chester to London merely to wait a quarter of an hour while the papers were signed and then to return to Chester.

### MISS GRIGSBY AS WITNESS.

Miss Emily Busby Grigsby said that she had known Colonel Mackay for two or three years. She discussed the growing of more vegetables with him and he lent her first one man and then another. When he came for week-ends at West Drayton he slept in a tent in the grounds, until the weather got too cool. Captain Wynn, A.P.M., stated that Colonel Mackay ordered that the men's passes should be endorsed permitting them to wear civilian clothes. Pay was always sent to them when Colonel Mackay did not take it to them. Captain Wynn had had to send papers from Chester to the colonel's signature. In February he (Captain Wynn) was arrested and had been under arrest ever since in the detention cells or cubicles at Scotland Yard.

Mr. Holman Gregory, K.C., arrested in February, and now it is May, and have not been charged. What is the charge for which you are detained? I have been charged with misuse of warrant and passes.

Counsel: You are kept under arrest although Colonel Mackay wrote that everything you did was done under his instructions and he accepts full responsibility? I heard that on the summary of evidence; I was not aware of it before.

George Frederick Tomlin, a corporal in the A.P.C., who became Colonel Mackay's chauffeur, said that he drove to London in the car of a Mr. Little, of Maidenhead, by whom he was formerly employed and who was a friend of the colonel. Later he was sent to Mrs. Brandt, for whom he acted as chauffeur for 15 or 16 months. On two occasions only did he drive Colonel Mackay in the area of his command. Mrs. Brandt paid him 25s. a week. In addition he received his Army pay, and his with the Army separation allowance. He drew 20 gallons of petrol monthly for the car, another 20 gallons were once procured in the name of Colonel Mackay, and 10 gallons a month were drawn by Mrs. Brandt at Bletchingley, Surrey, on account of the Army hospital there in which she was interested. Mrs. Brandt supplied him with civilian clothes.

Lance-Corporal Edwards said that he was sent from Chester to Mrs. Brandt's garage in London. He was given a livery, and was paid 10s. a week in addition to his Army pay.

In cross-examination he said that when he was sent to London he was suffering from shell-shock and from a wound received on the Somme. When he drove Mrs. Brandt it was mainly in connection with her war work.

### MRS. BRANDT'S EVIDENCE.

Mrs. Brandt, wife of Mr. Augustus Philip Brandt, Queen's-gate Gardens, said that when her chauffeur joined the Army, she tried to get a discharged soldier to take his place. Colonel Mackay offered to help her but failed, and she day drove up in his own car and said that his man could remain to drive in connection with

her hospital work, but that he was not to be with her permanently. Later Edwards was sent also.

Mr. C. Whiteley (for the prosecution): Did you pay them? It turned out that way. I paid them for what they did. Whose livery did they wear?—My own servants.

Cross-examined, Mrs. Brandt said that she could not get anyone to drive for the hospital, when she was conducting at her own expense. Colonel Mackay told her that she might have the use of his car and man when he did not require them. When Tomlin came to her, Col. Mackay told her over and over again that she was not to pay him any wages. She regarded the money which she paid to him and Edwards as "tips."

Mr. Whiteley: They were permanent "tips"?—I did not realise it.

Miss Florence Mary Andrews, matron of the hospital, said that Colonel Mackay took the greatest interest in the hospital, which was started on his own suggestion. After evidence by Lance-Corporal Samuel Charles West and Lance-Corporal Percy Mason, old servants of the Bath Club, who, it is alleged, were sent back to the club by Colonel Mackay, John Wilson Taylor, secretary of the club, said: "Colonel Mackay visited the club about 30 times in 1917. The names of West and Mason, the colonel told him, must be removed from the list of servants at the club, as they were no longer club employees but soldiers subject to his (Colonel Mackay's) control. He would let him know when he required them back at Chester."

Captain Hugh Frost, A.P.M., Chester area, said that when he took over the area he reported to Colonel Mackay that there were six men on the strength whom he had never seen and were not doing duty. Colonel Mackay took the greatest interest in the work of the police and never spared anything that might improve their conditions. Captain Frost had seen him write a cheque for £100 to supply the men with wallets. He travelled a lot in his command, was always working, and had complained of his health.

### THIS COMPLETED THE CASE FOR THE PROSECUTION.

### MEN ARRESTED.

Mr. Holman Gregory, in his speech for the defence, said that Colonel Mackay was arrested in strange circumstances on February 23rd, taken to the Tower of London, and kept in solitary confinement for a month. He was then allowed out under restraint, but no charge was preferred against him until a few days ago. Other men who were supposed to be going to give evidence were arrested at the same time so that "they should be wadded all over the Western Command." Another officer was arrested and had been kept in a cubicle up to now with no charge made against him.

The facts of the twenty charges regarding the employment of the men counsel would not dispute, but not a title of evidence, he said, had been produced in regard to the charges relating to Colonel Mackay's own travelling expenses and allowances, because no one had spoken of his whereabouts on the days concerned.

Colonel Mackay was faced with what were really charges of obtaining money by false pretences. He was charged with having claimed that he was at Shrewsbury on a particular date, and when he came to meet that charge the prosecution found the date wrong. He submitted that the court had no power to amend the charges.

The court found Colonel Mackay not guilty on the five charges relating to his allowances and travelling expenses.

### MISS GRIGSBY A FRIEND.

After medical evidence of overwork and neurasthenia, Colonel Mackay said that he was 49 and was at one time in the Royal North Lancs Regiment, but owing to a chill deafness developed and he had to retire. He was in South California when he was told by a German that war was about to break out and he left for England. He was rejected for service abroad, and in November, 1914, was appointed railway transport officer in London. He became an A.P.M. in London under Lord Athlumney, and later was transferred to Chester. In the King's Birthday Honours list last year he was mentioned for his work and was subsequently appointed temp. lieutenant-colonel. On February 23rd he received a telegram saying that an officer under his command would be arrested. He came up and was arrested.

Colonel Mackay said that he allowed Fraser and Barton to go to West Drayton on condition that they were employed only on growing vegetables for military hospitals. He knew that work was being carried on there, and he thought that by lending these men to help in it he was doing good to the country and to the hospitals.

As to travelling warrants, he said that he meant that the men should be supplied with half-fare railway vouchers. He was not aware until afterwards that they were given free travelling warrants. In regard to their payment he had it generally in mind that if they were going to help hospitals and work for them the nation should pay their wages.

Colonel Mackay said that Mrs. Little was good enough to lend him a Limousine car for his Army work. He spent £100 on having it altered, and obtained Tomlin as his driver, but at the end of a month gave up the car because it ate up too much petrol. In agreeing to hand the car over for use in connection with Mrs. Brandt's Bletchingley Hospital he made it clear that both man and car were to be used for hospital purposes only. Tomlin and the other two soldiers he sent to the hospital had been found medically unfit for any but light work.

As to West and Mason, the Bath Club employees, Colonel Mackay said that West told him that "an event was expected in his family," and both men said their wives were ill as a result of air raids. He admitted "gross carelessness" in regard to them, but said his only interest in the club was that of an ordinary member.

As to the allegations that special messengers had to be sent to London with documents for him to sign, Colonel Mackay said that, with one exception, they

were brought while he was in London in connection with a case in which he was defended by the Treasury. Throughout 1917 his health grew worse and he was seeking permission to retire. In view of that early this year he gave instructions that no matter what condition prevailed, all his men were to be recalled and that a list was to be prepared of the moneys each man had received from public funds. His intention being to refund the money himself, although he felt that the work they had done was of national importance. He regarded it as a matter of duty and conscience that he should refund this money. Then he discovered that the men had been getting railway warrants, transfer vouchers, and he intended that this money also should be refunded. For the benefit of the Military Foot Police he had found at least £450 or £500 out of his private purse.

### MRS. BRANDT AND THE CAR.

Cross-examined by Sir A. Bodkin, Colonel Mackay said that in his opinion the men sent to Bletchingley were engaged on work of national importance.

Why could not Mrs. Brandt go to Baby Welfare and Red Cross work meetings in a taxicab without having to be driven by men who were soldiers under your command?—I understand it was very difficult to get taxicabs in London at the time.

Was Tomlin a good driver?—Yes, if he was not allowed to take liberties.

What do you mean by that?—So long as he did not go in for "trick" driving. It would cause you deep anxiety if you knew a "trick" driver was driving Mrs. Brandt in connection with her work of national importance?—He had strict instructions not to drive her.

I put it to you that you were pretending to the A.S.C. that Tomlin was acting as your driver all the 17 months he was in London?—I absolutely deny that or that there was any camouflage on my part.

How did Tomlin come to draw petrol in your name?—I had a licence from the Petrol Committee.

Did you allow him to put the petrol into Mrs. Brandt's car?—Yes, for the work of the hospital.

What do you think of petrol being got in that way being used to augment the supply of the lady's car?—She was engaged on hospital work.

How many week-ends during last summer were you at Bletchingley?—Not more than three or four, and on each of those occasions I had business in London.

Col. Mackay denied that it was in consequence of questions being asked about the duties some of the men under his command had been performing that he decided to refund the money.

Sir A. Bodkin: Where was the money to come from?—I had money due to me from the authorities and I had my pay.

Do you tell the court that you had the means to pay this money back?—Yes, or I had been promised it.

You mean borrowed it?—Yes, if necessary; my friends had confidence in me. You intended to borrow it from those ladies?—I am not in the habit of borrowing money from my lady friends.

Sir A. Bodkin: But you lent them your money?—Col. Mackay appealed to the court that that was not a proper statement for counsel to make.

Sergeant-Major Ormerod said that in February Colonel Mackay instructed him to prepare a list of the sums paid these men out of public funds, as he intended to refund the money.

Lord Athlumney, until recently A.P.M. for London, described Col. Mackay as a wonderful organiser and a wonderfully able officer. He was a very strenuous worker, but a little impulsive, especially where doing a good turn to a friend was concerned. "In my opinion, he was suffering from too much good nature," added Lord Athlumney.

Sir A. Bodkin: His impulsiveness when you knew him did not extend to sending 7 or 8 of his men to jobs for his friends?—No.

Brig-General Edwards and Brig-General Cuthbertson also testified to Col. Mackay's efficiency. They agreed that he worked too hard and at a ridiculous pace. Gen. Cuthbertson added that he travelled by night instead of sleeping, and when working ate next to nothing.

Mr. Gregory, in his final speech, asked the court to say that Col. Mackay had done nothing dishonourable.

Sir A. Bodkin replied that Col. Mackay had allowed himself to become saturated with the views of Miss Grigsby and Mrs. Brandt as to the importance of their vegetable plots and motor-cars, and that had led him to sweep aside his duties as an officer to supply them at a time when ordinary people had to do without servants.

### BRITONS IN SOUTH AMERICA.

#### MESSAGE FROM THE KING.

At a meeting of the British Chamber of Commerce of Brazil, and later at a reception to the British community, Sir Maurice de Bunsen, the head of the British Mission to Brazil, read the following message from the King to his subjects in Latin America:

"At the time when we are fighting together with our gallant Allies for the cause of freedom, liberty, and justice throughout the world I send by my Ambassador a message to all my subjects in the hospitable Republics of Latin America. From your distant homes your young manhood has answered unflinchingly the call of your country and you have given generous assistance to alleviate the sufferings of those who are prisoners in the hands of the enemy. I gladly acknowledge such acts of patriotism and self-sacrifice, and am confident that you will maintain this high standard until the aims which compelled us to enter the war are fully secured."

"In the past the Empire has owed much to the spirit of individual enterprise which has been characteristic of its citizens. In future, if our peoples are to attain that measure of success which is essential to full security and progress, there must be added to individual enterprise in an ever-increasing degree the new spirit of collective effort which has been already born of the struggle through which we are passing. Take this to heart in all your concerns both private and public. To you all I say 'Stand by' for your country needs you now and always."

## INDIGESTION AND HEALTH.

### THE BRIDGE BETWEEN.

Indigestion may be caused in many ways. It may be due to unsuitable food, or too much food, which means the over-taxing of your digestive organs, to worry, over-work, climatic changes, unhealthy surroundings. If you have indigestion from one or other of these causes, you should take Mother Siegel's Syrup, the world-famous remedy for stomach, and liver troubles. We will tell you why! Indigestion saps your strength, pollutes your blood, robs you of sleep, brings on periods of depression, especially amongst women, reduces your capacity for hard work, spoils your enjoyment of life, even if it does not make you irritable and bad tempered. Indigestion does all this because the food you eat is not nourishing and sustaining the body. It lies fermenting in the stomach, clogging the system, and rendering you liable to other and more serious ailments. Such things as biliousness, pains after eating, windy spasms, headaches, furred tongue, sleeplessness, impure blood, anaemia, are more often than not traceable to indigestion, which is another name for imperfect digestion.

Mother Siegel's Syrup has, time and again, proved to be "the bridge between indigestion and good health." It has banished stomach and liver troubles in tens of thousands of cases. Mother Siegel's Syrup is made from the medicinal extracts of more than ten varieties of roots, barks and leaves, which in combination have a remarkably beneficial effect upon the stomach, liver and bowels, and what it has done for others it is capable of doing for you. Why not put it to the test to-day? Why go on suffering when it is in your power to put an end to the trouble? Now let the experiences of others confirm what we have said.

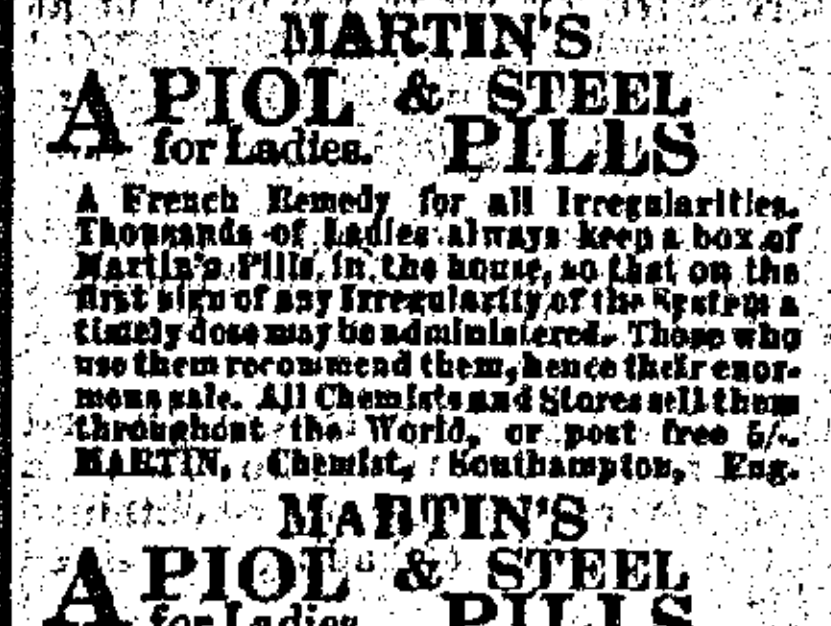
The following is from Mr. A. T. Wishart, of 15, Perkins Street, Port Elizabeth, who writes:—"Allow me to add my testimony to the large number of people who write of the benefits they receive from Mother Siegel's Syrup. Previously to using it, I suffered considerably from indigestion, for which I used many prescriptions, as well as numerous Advertisements Medicines. While some of them gave temporary relief, none of them could compare with the effective and speedy relief experienced after a few doses of Mother Siegel's Syrup. Having derived such great benefits from its use, there is no wonder I always speak of it in the highest terms. I am seldom without it, as I find a timely dose is an excellent preventative for indigestion and its kindred ailments."



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YOUR SKIN AND COMPLEXION can be kept in a Perfect Condition all the year round by a regular use of Beehams' La-Rola. It is a perfect skin cleanser, removing dirt, oil, and impurities, and leaving the skin soft, smooth, and healthy. It is sold in all chemists and druggists.

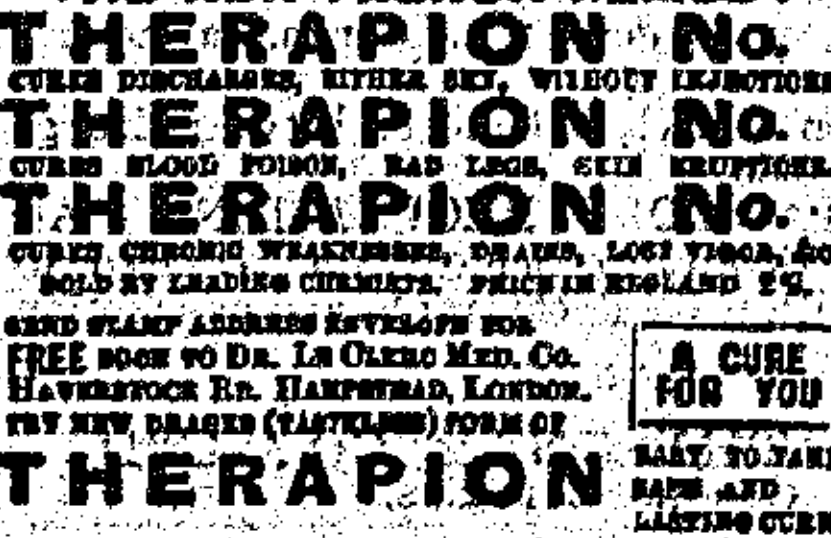
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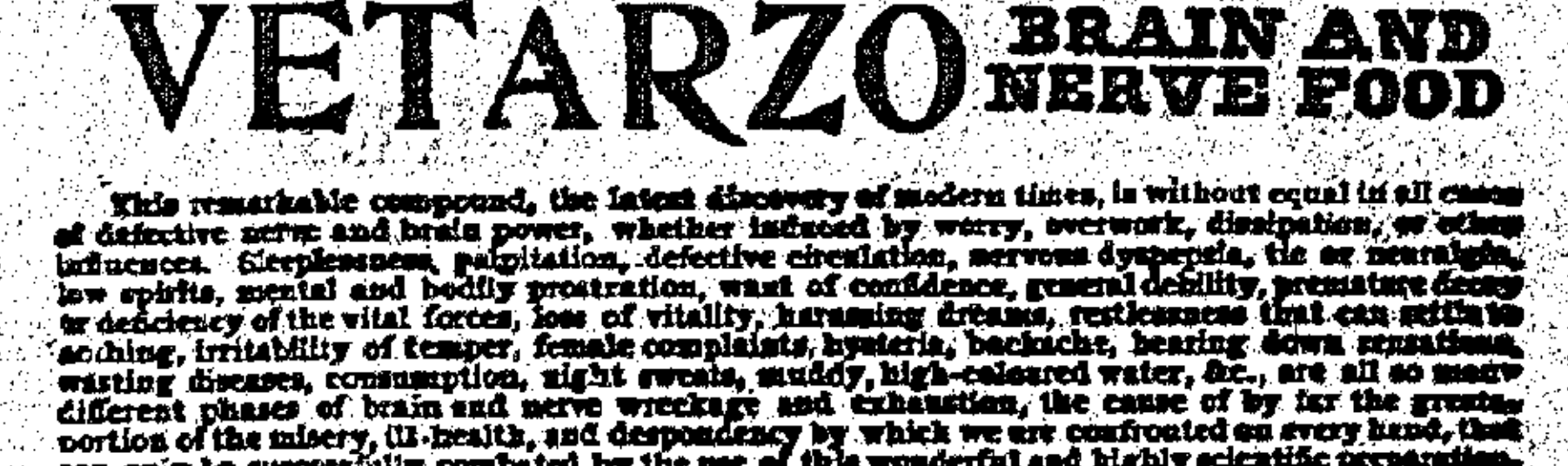
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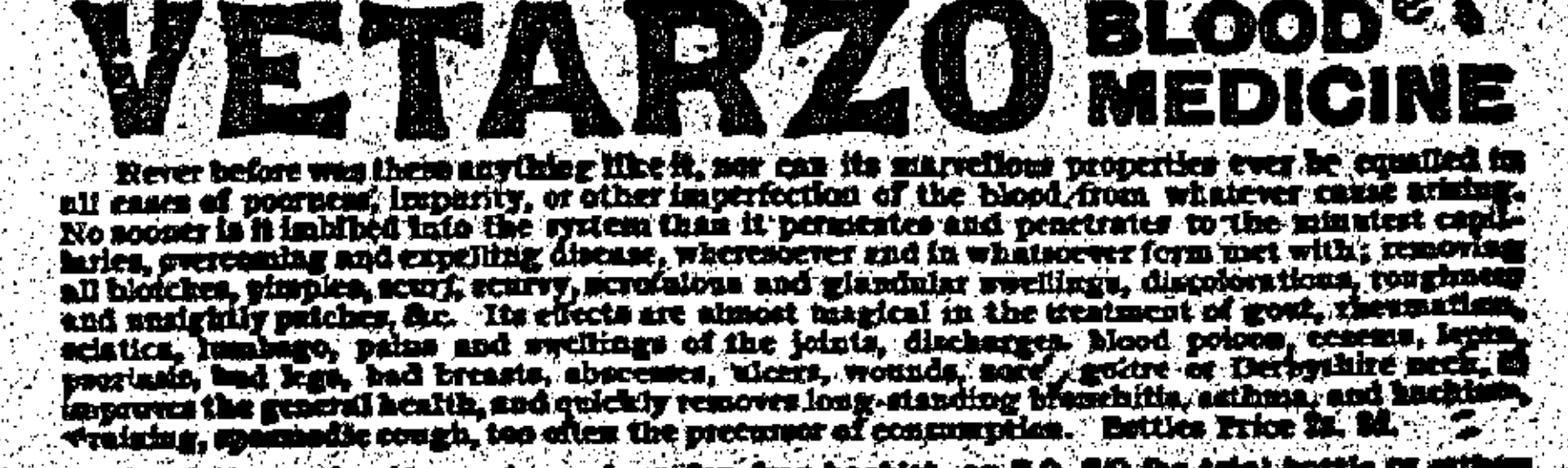
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Manufactured by M. VETARZO, PARIS, FRANCE.

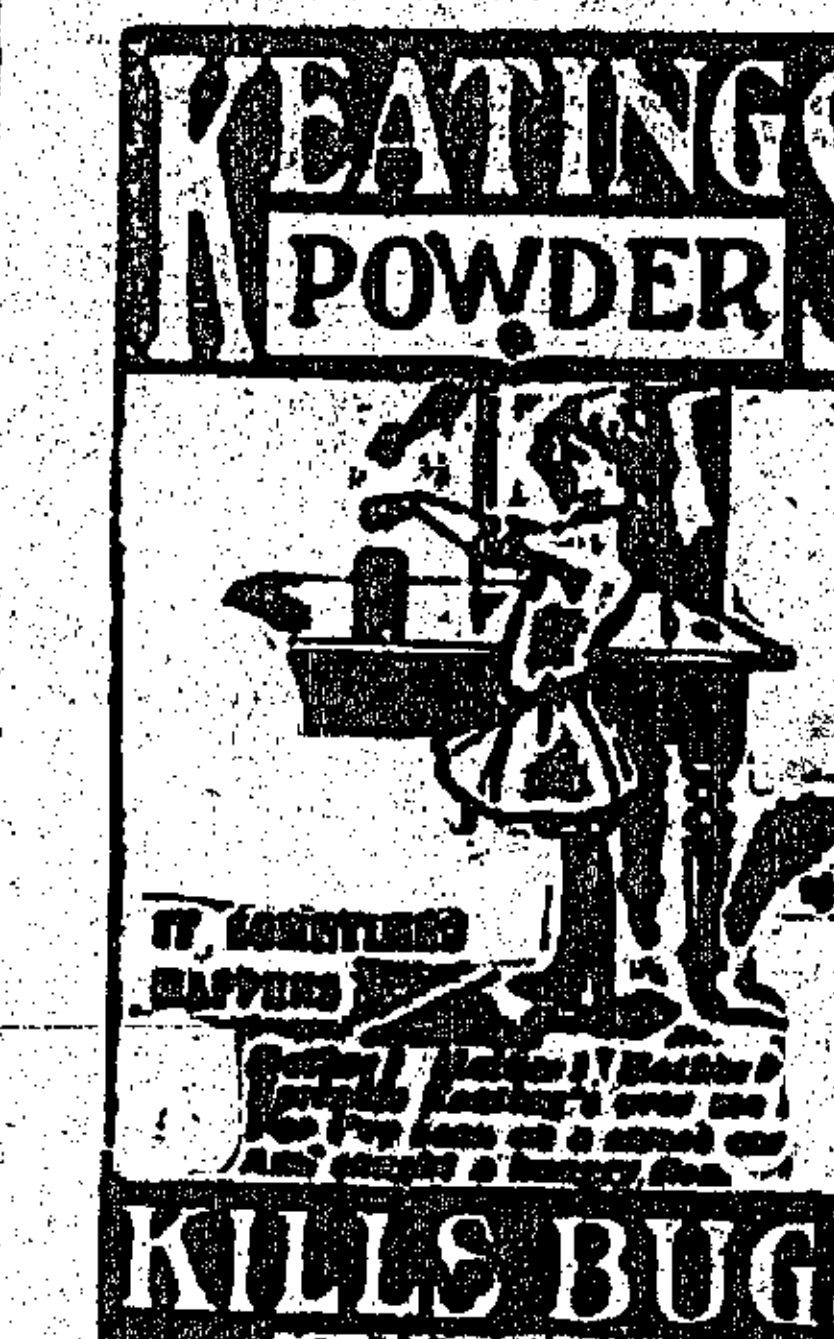
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THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers, accommodation in the connecting vessel, secured before departure from Hongkong. Bills of Lading for Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer, proceeding to Bombay and there transhipped to the connecting Steamer for Marseilles and London. Parcels will be received at the Office until 5 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. apply to I. P. L. KNIGHT, Acting Superintendent.

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HONGKONG HARBOR REPORTS of the LEGISLATIVE COUNCIL for the Session, 1917  
REVISED BY THE MEMBERS  
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AMOY and SHANGHAI ..... "SINKIANG" ..... On 16th July, 10 A.M.  
SHANGHAI ..... "SUIYANG" ..... On 18th July, 3 P.M.  
TIENTSIN ..... "KUEICHOW" ..... On 19th July, Noon.  
SHANGHAI ..... "SUNGKIANG" ..... On 23rd July, Noon.

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"HAIRONG" ... | Capt. J. W. Evans .. | FRIDAY, 19th July, at 1 P.M.

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COLOMBO	at Noon		LIN	LONDON

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

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PROPOSED SAILINGS:

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The Intermediate	Service is	Temporarily	Suspended.	

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GODDARD & DEVOLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,  
Acting Superintendent.

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(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KAWACHI MARU ... 12,500 tons ... Fri	19th July, 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU ... 12,500 tons ... Sat	20th July 11 A.M.
	TANGO MARU ... 12,500 tons ... Sat	17th Aug. 11 A.M.
SHANGHAI, MOJI & KOBE		
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURS, IS, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

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Next SAILINGS FROM HONGKONG.

† KATORI MARU ... Fri. 19th July, at 11 A.M.

† SUWA MARU ... Wed. 14th Aug. at 11 A.M.

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Sailings from Hongkong—Subject to Change Without Notice.

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KOREA MARU	20,000	TUES., 18th Aug.
SIBERIA MARU	20,000	THURS., 29th Aug.

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NIPPON MARU	11,000	Nov. 8th.

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TAKAO via SWATOW and AMOY.

"BOSHU MARU" ... THURSDAY, 16th July, at 9 A.M.

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